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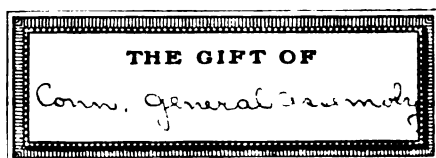
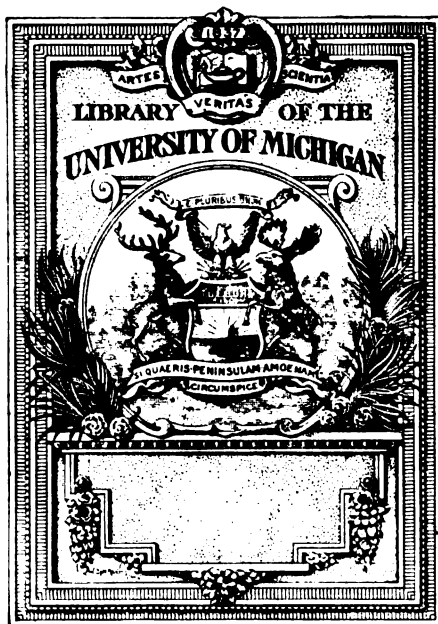
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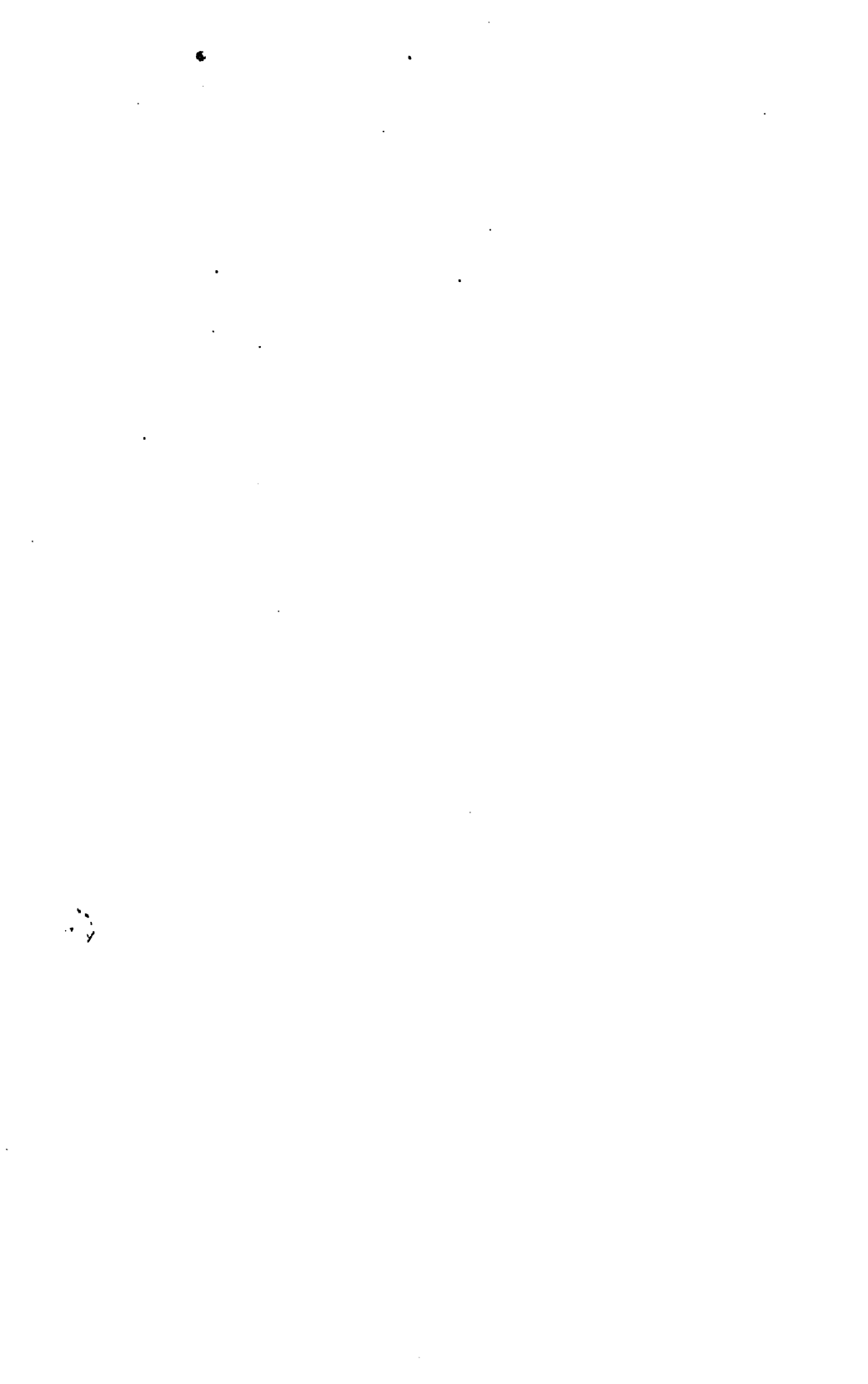
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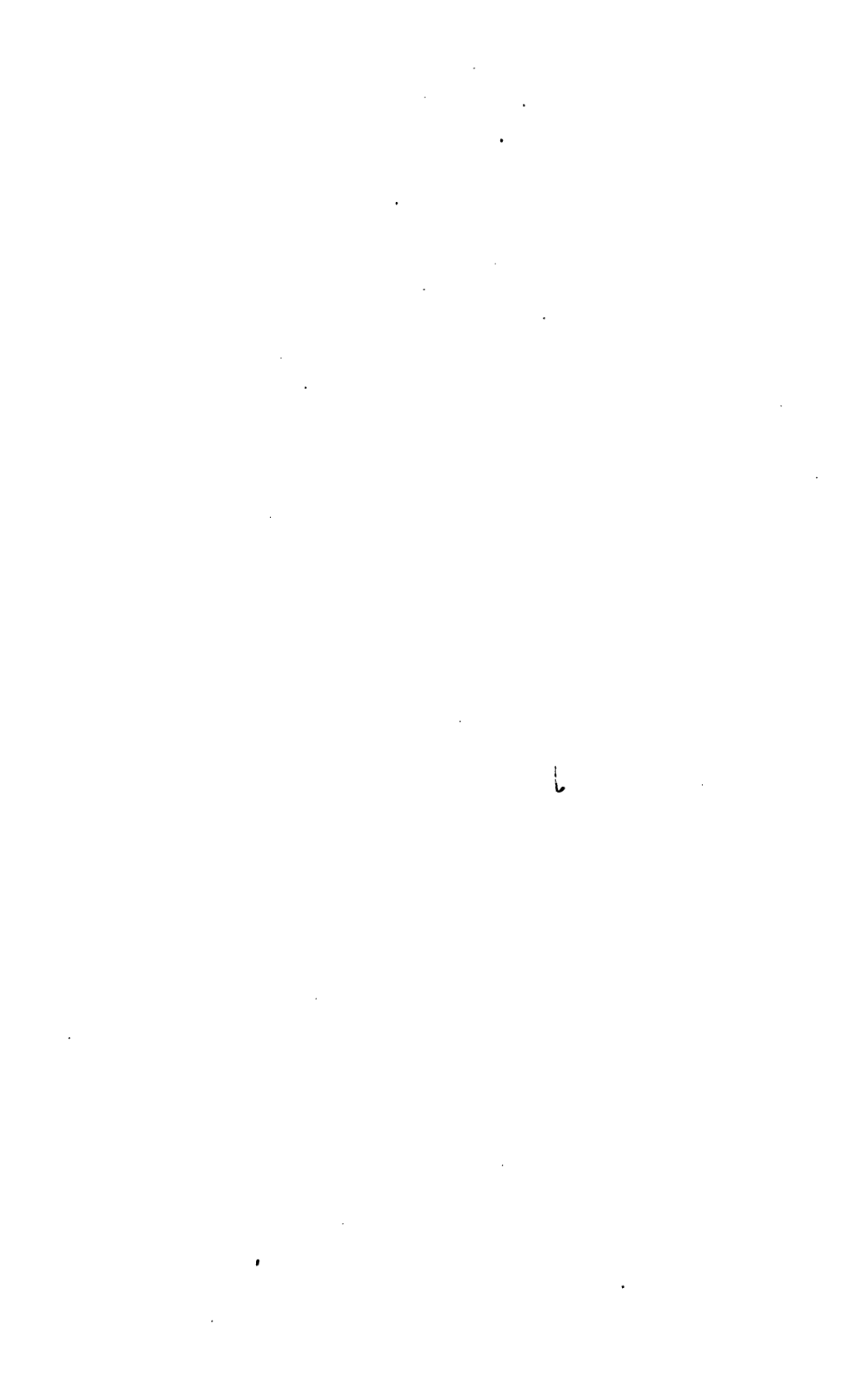
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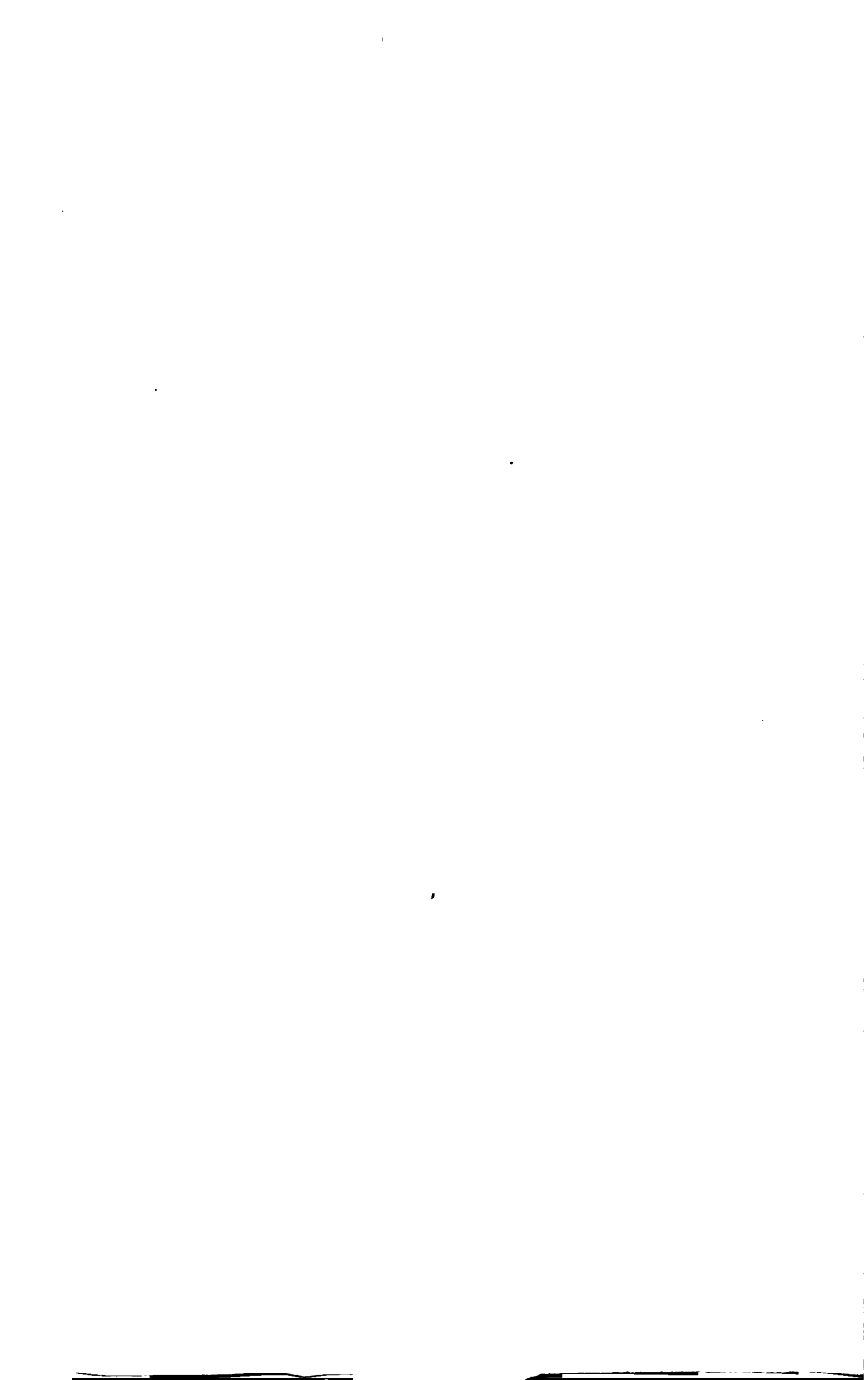


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PUBLIC DOCUMENTS

OF THE

STATE OF CONNECTICUT

VOL. I—PART 2.

1910

Printed by Order of the General Assembly

HARTFORD

1911

NOTE.

Commencing with the documents for the year 1900, a Document Number was assigned to each State departmental report.

This number was determined by the chronological order of the first printed independent issue of such report and will in future be retained by it, thus showing the relative chronological place it occupies in the printed reports of the State.

A list of these reports, with the date of first printed issue and the document number of each, appears on the following page.

A large, stylized handwritten signature in black ink, reading "Thomas E. Rudstreet". The signature is written in a cursive style with prominent loops and flourishes.

Comptroller.

OCT. 1, 1911.

CHRONOLOGICAL ORDER OF FIRST PRINTED REPORTS OF DEPARTMENTS.

Document Number.

1. Comptroller,	1807
2. School Fund (since 1909 in Treasurer's report),	1809
3. Governor's Message,	1817
4. State Prison,	1828
5. Bank Commissioners,	1838
6. Adjutant-General,	1838
7. Quartermaster-General,	1839
8. Board of Education (first issued by Commissioner of Com- mon Schools),	1839
9. Vital Statistics (first issued by Secretary of State),	1847
10. Treasurer,	1852
11. Connecticut School for Boys (Reform School),	1853
12. Railroad Commissioners,	1854
13. State Librarian,	1855
14. County Commissioners,	1862
15. Connecticut School for Imbeciles,	1862
16. Manual and Roll (since 1907 in Register and Manual and Pocket Manual only),	1864
17. Insurance Commissioner,	1866
18. State Board of Agriculture,	1866
19. Fish and Game Commissioners,	1867
20. Connecticut Hospital for the Insane,	1867
21. Connecticut Industrial School for Girls,	1870
22. Indebtedness, rate of tax, etc. (last report 1908),	1874
23. Bureau of Labor Statistics,	1874
24. Connecticut Agricultural Experiment Station,	1878
25. State Board of Health,	1879
26. Statement of Vote for State Officers,	1880
27. Criminal Business of Courts,	1880
28. State Board of Charities,	1882
29. Connecticut (formerly Storrs) Agricultural College,	1882
30. Shell-Fish Commissioners,	1882
31. Estimate of State Expenditures,	1885
32. Dairy Commissioner,	1887
33. Factory Inspector,	1887
34. Storrs Agricultural Experiment Station,	1889
35. Board of Education of the Blind,	1895
36. Highway Commissioner,	1897
37. Building and Loan Commissioner,	1898
38. Commissioner on Domestic Animals,	1898
39. Sewage Commission (discontinued 1902),	1899
40. Attorney-General,	1900
41. Commission of Public Records (last report 1908),	1900
42. Dental Commission,	1901
43. Israel Putnam Memorial Camp Ground Commissioners,	1902
44. Connecticut Prison Association <i>de</i> Probation Law,	1903
45. State Police Department,	1903
46. Mediation and Arbitration,	1901
47. Geological and Natural History Survey,	1903
48. Tax Commissioner,	1903
49. Soldiers' Hospital Board (last report 1908),	1905
50. Board of Control,	1906
51. Norwich Hospital for the Insane,	1905
52. Quadrennial Statement of Property exempt from Taxation,	1910
53. Tuberculosis Commission,	1910
54. Connecticut Reformatory,	1910
55. Colony for Epileptics,	1910

LIBRARY NOTE.

In order that each department report of the State of Connecticut for a series of years may be quickly located in the bound volumes of Public Documents, the Comptroller has also given each report a Binding Number by which its position in the bound volumes is permanently established, thus enabling each report to be found in the same position and volume from year to year.

That these several reports may be placed in the libraries of our several exchanges as soon as convenient after publication, he has provided that the State Librarian shall be supplied with two hundred sets bound in volumes of convenient size, each volume to be bound and labeled in harmony with the regular set and sent out as soon as possible after the printing of the reports belonging therein. This arrangement began with the reports for 1902.


State Librarian.

Connecticut State Library,

October 3, 1911.

CONTENTS—VOL. I.

PART 1.		Document Number.
1.	Governor's Message, ...	3
2.	Statement of Vote, ...	26
3.	Report of Treasurer, ...	10
4.	Report of Tax Commissioner, ...	48
5.	Estimate of State Expenditures, ...	31
6.	Report of Comptroller, ...	1
7.	Report of Board of Control, ...	50
8.	Report of Attorney-General, ...	40
9.	Report of Bank Commissioners, ...	5
10.	Report of Commissioner on Building and Loan Associa- tions, ...	37

PART 2.	
11.	Report of Railroad Commissioners, ... 12
12.	Report of Highway Commissioner, ... 36
13.	Report of Commissioner of Bureau of Labor Statistics, 23
14.	Report of Board of Mediation and Arbitration, . 46

CONTENTS—VOL. 2.

PART 1.

Document
Number.

15. Report of Insurance Commissioner, . 17

Part I. Fire and Marine Companies.

PART 2.

16. Report of Insurance Commissioner, . 17

Part II. Life, Accident, Casualty, Fidelity, and
Surety Companies.

Part III. Fraternal Societies.

CONTENTS—VOL. 3.

PART 1.

Document
Number.

16.	Report of Adjutant-General, . . .	6
17.	Report of Quartermaster-General, . . .	7
18.	Report of State Board of Health, . . .	25
19.	Report of Bureau of Vital Statistics, . . .	9
20.	Report of Dental Commissioners, . . .	42
21.	Report of Inspector of Factories, . . .	33

PART 2.

22.	Report of State Board of Charities, . . .	28
23.	Report of Connecticut Hospital for the Insane, . . .	20
24.	Report of Norwich Hospital for the Insane, . . .	51
25.	Report of Hartford Hospital, . . .	—
26.	Report of Connecticut School for Imbeciles, . . .	15
27.	Report of County Commissioners, . . .	14
28.	Report of Criminal Business of Courts, . . .	27
29.	Report of State Police, . . .	45
30.	Report of State Prison, . . .	4
31.	Report of Prison Association, <i>de</i> Probation Law, . . .	44
32.	Report of School for Boys, . . .	11
33.	Report of Connecticut Industrial School for Girls, . . .	21
34.	Report of Fish and Game Commissioners, . . .	19
35.	Report of Shell-fish Commissioners, . . .	30

CONTENTS—VOL. 4.

PART 1.

	Document Number.
36. Report of State Board of Education and Public Library Committee, ...	8
37. Report of Board of Education of the Blind, ...	35
38. Report of State Librarian, ...	13
39. Report of Commissioners of the Israel Putnam Me- morial Camp Ground, ...	43

PART 2.

40. Report of State Board of Agriculture, ...	18
41. Report of Dairy Commissioner, ...	32
42. Report of Commissioner on Domestic Animals, ...	38
43. Report of Connecticut Agricultural College, ...	29
44. Report of Storrs Agricultural Experiment Station (and Bulletins 64-68), ...	34
45. Report of Connecticut Agricultural Experiment Station, 24	
46. Report of State Geological and Natural History Survey, ...	47
47. Report of Board of Directors <i>de</i> Tuberculosis, ...	53
48. Report of Connecticut Colony for Epileptics, ...	55
49. Report of Special Commission <i>de</i> Ferries and Bridges, —	
50. Report of Connecticut Rivers and Harbors Commission, —	
51. Report of Investigation of Oyster Properties, ...	—

State of Connecticut
PUBLIC DOCUMENT No. 12

1910

58TH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

**Annual Reports of the Steam Railroad Companies of
the State for the year ended June 30, and
of the Street Railway Companies
for the same period**

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD
PUBLISHED BY THE STATE
1910

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL

The Case, Lockwood & Brainard Company, Hartford, Conn.

State of Connecticut

REPORT.

To His Excellency FRANK B. WEEKS,

Governor of Connecticut:

The Fifty-eighth Annual Report of the Board of Railroad Commissioners is herewith submitted, containing the reports of the operations of the steam railroad and street railway companies for the year ending June 30, 1910, with statistical tables compiled therefrom and a condensed statement of the proceedings of the Board to date of this report. The gross operating revenue of the steam railroads for the year included in this report was \$64,-819,495.12, an increase of \$6,833,953.22 over the revenue of the previous year and exceeding that of any previous year. Of this revenue, \$3,022,720.19 was derived from the operation of the Central New England Railway, \$1,083,759.11 from the New London Northern Railroad, \$60,693,667.55 from the N. Y., N. H. & Hartford Railroad and \$19,348.27 from the South Manchester Railroad, all showing an increase over the revenue of the previous year, except the New London Northern Railroad, which was about \$6,400 less. The amount of this revenue derived from the passenger service was \$25,422,102.49, being \$2,027,930.38 more than the previous year, and the number of passengers carried 84,519,264 compared with 77,564,350 for the previous year. The amount of revenue received for the transportation of freight was \$33,463,-648.40, \$3,999,245.34 more than last year, and the number of tons of freight carried was 29,085,934, an increase of 3,511,846 tons over the tonnage of the previous year.

One important improvement accomplished during the past year, involving a large expenditure and adding materially to the public safety of the operation of the roads is the elimination of forty-two grade crossings, according to a recent revision of the entire number of crossings in the State. Another improvement, elsewhere referred to, is the double tracking of the Berkshire line between Hawleyville and Botsford, which involves the straightening

of the line and the elimination of all the grade crossings, some seventeen in number, between the points named. The double tracking also extends over the Botsford branch to Shelton, on which there are no grade crossings, as it was built after the passage of the law prohibiting the construction of a railroad at grade over a highway. The double tracking of the New England road from Waterbury to Bristol, in progress for several years, is now nearing completion, involving the elimination of all the grade crossings between those places, the straightening of the line, the construction of a tunnel 3,500 feet long, and forming a continuous double track line between Waterbury and Hartford. The iron bridge on the Air Line branch over the Connecticut River at Middletown, which was too light for present traffic requirements, is being replaced by a heavy steel structure equal to the demands of the heaviest equipment and traffic. Other minor improvements in the physical condition of the railroad property are noted under the head of "Condition of the roads," commencing on page 25.

PROCEEDINGS OF THE BOARD REFERRING TO STEAM RAILROADS.

ELIMINATION OF GRADE CROSSINGS.

TOWN OF BROOKFIELD.

On February 9, 1910, the New York, New Haven & Hartford Railroad Company presented a petition asking that we approve of a change in the location of a portion of its line of railroad known as its Western Division, north of Brookfield Junction station; also to approve plans presented "for the elimination of the crossing at grade of said line of railroad by the highway leading to Danbury from Brookfield Center, being the crossing just northerly of said Brookfield Junction station, by discontinuing and closing the present highway within the limits of the railroad location and constructing a new highway substantially one hundred feet northerly of the existing grade crossing, from an intersection on the westerly side of the railroad location with the highway leading to New Milford, carrying said highway easterly under the tracks and railroad location, with a width of thirty feet, constructing over said highway a railroad bridge having a clear head room of thirteen feet and a clear space between the abutments of said railroad bridge of thirty feet, and constructing said highway on the easterly side of the railroad location in two branches, one connecting with the highway to Brookfield Junction and the other with the highway leading to Brookfield Center, reconstructing the highway from Brookfield Junction to Brookfield Center in the locality so as to form a proper connection with said branches of said new highway."

This petition was heard on February 16, 1910, at which time said railroad company, the town, and certain property holders affected by said changes, appeared and were heard, and said hearing was continued until the 25th day of February, when said railroad company and said selectmen again appeared and were fully and finally heard.

On February 28, 1910, we issued our finding approving of the change in line of the railroad and of the plans presented for the elimination of the crossings referred to, and ordered and directed

that the cost of the proposed alterations and changes and elimination of grade crossings, including the purchase of the lands necessary therefor, be at the entire expense of the railroad company.

Said petition also proposed to alter the location of the line of said railroad northerly of Brookfield Junction station so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, its slopes and embankments, to straighten and improve its lines and to add to the number of its main tracks.

The highway leading from Brookfield Center to New Fairfield is to be carried over the tracks and location of the new line of railroad constructing over the railroad a highway bridge having a width of twenty feet and a clear headroom of eighteen feet.

The highway next northerly of the highway leading from Brookfield Center to New Fairfield is to be discontinued and closed within the limits of the railroad location, constructing southerly from said highway a new highway on the easterly side of the railroad location connecting with the highway leading from Brookfield Center to New Fairfield.

All the work incident to these changes to be done by the railroad at its own expense.

TOWN OF COLUMBIA.

Safford's Crossing.

The New York, New Haven & Hartford Railroad Company on the 12th day of March, 1910, brought a petition for the elimination of a grade crossing on the New England Railroad about two miles westerly of Willimantic, known as Safford's Crossing, in the town of Columbia, by constructing a new section of highway about five hundred feet in length northerly of the existing highway, and connecting with the existing highway on the northerly side of the railroad location at or near the easterly bank of the Columbia River, and connecting with a highway leading from Willimantic to Columbia on the southerly side of the railroad location nearly opposite the present railroad crossing, carrying said highway over the tracks and location of the railroad and constructing over said railroad a highway bridge with a clear headroom of eighteen and one-fourth feet and a width of twenty feet.

After various hearings, on May 18, 1910, we issued an order directing said company to make such of the aforesaid changes as lie southerly of the Hop River bridge, at its own expense, the towns of Columbia and South Coventry agreeing to raise the bridge over the Hop River to an elevation corresponding to the change in grade of the highway herein ordered.

TOWN OF SIMSBURY.

The New York, New Haven & Hartford Railroad Company presented a petition for the elimination of three grade crossings on the line of the New Haven & Northampton Company in the Town of Simsbury near the Weatogue Station, which was heard at various times and decided on April 9, 1910, directing said railroad to construct a new highway on the southeasterly side of said railroad and carrying said highway over the tracks of said railroad on a bridge with a span of forty-three feet between abutments and eighteen feet in the clear above the roadbed of said tracks, and upon the completion of said bridge and said new highway and the connection ordered between the Simsbury and Avon road and the road to Canton, as directed in said order, the existing grade crossings of the Weatogue and Avon road at Weatogue Station and of the Canton road were each to be discontinued and closed on the line of the Company's right of way, the expense of the changes ordered to be borne by the railroad company.

TOWN OF GRISWOLD.

Upon the 15th day of April, 1910, the New York, New Haven & Hartford Railroad Company brought a petition for the elimination of two highway crossings at grade, on the Norwich & Worcester Branch, in the Town of Griswold, three-fourths of a mile north of Jewett City by discontinuing and closing within the limits of the railroad location the highway leading from Jewett City to Plainville and constructing a new highway twenty-five feet in width on the easterly side of the existing highway about nine hundred feet in length connecting with the existing highways on either side of the railroad location carrying said new highway over the railroad location and tracks by a highway bridge twenty feet in width with a clear headroom of twenty-two feet.

On May 6, 1910, we issued an order directing the aforesaid change to be made at the sole expense of the railroad company.

TOWN OF NEWTOWN.

Hawley, Houlihan, Crossing West of Tunnel and Brennan's Crossing.

On the 21st day of April, 1910, the New York, New Haven & Hartford Railroad Company brought its petition asking for certain changes in the line of the New England Railroad Company extending easterly from the Hawleyville Station in the Town of Newtown to the tunnel, so-called, which changes involved the

elimination of four grade crossings of said line in said Town of Newtown known as Hawleys Crossing, Houlihans Crossing, Crossing west of tunnel and Brenans Crossing. Also to alter the location of said line of railroad between the points heretofore named so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, slopes and embankments and to straighten and improve its lines and add to the number of its main tracks, as more particularly described in said application.

It was also proposed to alter the location of the line of the Housatonic Railroad Company, formerly so-called but now known as the Berkshire Branch, between Hawleyville and Botsford Station so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, slopes and embankments, and to straighten and improve its lines and add to the number of its main tracks, to wit: to construct a double track between the points above mentioned and to eliminate all the existing grade crossings between Hawleyville and Botsford Station in said Town of Newtown.

On the 28th day of May, 1910, we issued an order authorizing in detail the foregoing changes in the lines of said railroad and the elimination of the grade crossings on the lines so changed, and approving the taking of such lands as were found necessary for said changes and alterations, at the sole expense of said railroad company.

TOWN OF NEWTOWN.

The New York, New Haven & Hartford Railroad Company brought a petition for elimination of a grade crossing located about one hundred feet westerly of the North Newtown Station on the line of the New England Railroad by discontinuing and closing the portion of the existing highway lying within the limits of the railroad location, and constructing a new highway westerly of the existing highway about eight hundred feet in length and twenty-five feet in width connecting at each end with the existing highway and carrying said new highway under the railroad location and tracks through a bridge with a clear headroom of thirteen feet and a width of twenty-five feet between the abutments.

After various hearings, on May 6, 1910, an order was issued by us directing the foregoing changes to be made at the sole expense of the railroad company, with an amendment on May 12, 1910, specifying more particularly the grades of the new highway to be constructed.

BRANFORD STEAM RAILROAD.

PETITION FOR ELIMINATION OF CROSSING IN NORTH BRANFORD.

On May 12, 1910, the Selectmen of the Town of North Branford presented to us the following petition; viz.:

"Your petitioners are Selectmen of the Town of North Branford. The Branford Steam Railroad Company purporting to act under the authority of a resolution amending the charter of the Damascus Railroad Company, passed by the General Assembly of the State of Connecticut, on July 16, 1907, the objections of the Governor notwithstanding, has located its railroad across the main highway in the Town of North Branford, at grade. In view of the fact that the local authorities of North Branford have already approved the location of the Shore Line Electric Railway Company in said highway, and in view of the fact that said highway is used by automobiles and horse drawn vehicles to a great extent, we are of the opinion that public safety requires an alteration of such grade crossing of the Branford Steam Railroad Company and respectfully request a hearing by your Honorable Body in accordance with the provision of Section 4 of said amendment of the charter of the Damascus Railroad Company and the passage of an order that said railroad shall be carried over or under said highway."

Respectfully submitted,

CHARLES F. HOLABIRD, SAMUEL D. MALTBEIE, W. T. WILLIAMS,	} Selectmen.
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The foregoing petition was heard by the Commissioners on May 18, 1910, and was continued from time to time until June 20, 1910, and on June 30, 1910, we issued the following finding:

"This petition is brought under Section 4 of the amendment to the charter granted to the Damascus Railroad Company by the General Assembly in 1907, which section reads as follows: 'in the event that the railroad commissioners shall determine, at any time, after hearing, that public safety requires an alteration in any grade crossing and shall order said railroad to be carried over or under any highway, the entire expense of such alteration shall be borne by said railroad company.'"

"For reasons more fully given in the approval of the location of the Branford Steam Railroad Company (See page 14) we believe that this petition cannot properly be brought by the petitioner at this time (as neither the Branford Steam Railroad Company nor

the Shore Line Electric Railroad Company are yet built and in operation on said highway). We cannot, therefore, accede to the mandate of the General Assembly specifically authorizing the constructing of the steam railroad at grade at this point without at the same time dismissing this application."

TOWN OF WINDSOR.

Kennedy Crossing.

The New York, New Haven & Hartford Railroad Company presented a petition dated May 26, 1910, asking for the elimination of a grade crossing known as Kennedy road about one mile north of the Windsor Station, by carrying the existing highway over the location and tracks of the railroad, constructing over the railroad a highway bridge having a clear headroom of eighteen feet and a width of twenty feet as more particularly shown on plans presented at said hearing, which was held on June 13, 1910.

On July 1, 1910, we issued an order directing said company to make the alterations and changes described in said petition and approved the taking of such land as was found necessary for the elimination and change of said grade crossing, the whole to be done at the expense of said railroad company.

TOWN OF NEWTOWN.

On the 22d day of July, 1910, the New York, New Haven & Hartford Railroad Company presented a petition to this Board asking for the annulment of the order issued by us on February 1, 1893, concerning changes to be made in two highways in the Town of Newtown crossing the tracks of the Housatonic Railroad Company and the New York & New England Railroad Company easterly of Hawleyville Station.

The petition was heard by us on July 27, 1910, when after hearing all the parties, we ordered the finding of this Board, dated February 1, 1893, to be annulled as said orders have been superseded by subsequent orders of this Board concerning the same crossings.

TOWN OF NORTH WINDHAM.

Camp Station.

The New York, New Haven & Hartford Railroad Company brought its petition dated July 30, 1910, asking for the modification of an order dated June 24, 1909, requiring the construction of a new highway passing under the tracks of the Providence Branch

of the New York, New Haven & Hartford Railroad Company and the New London Northern Railroad Company, and specifying the grades of said highway, which petition was heard by us on August 5, 1910, when it appeared that the grades of the approaches of said highway had been reduced and we issued our approval of said modification and change.

PROTECTION AT CROSSINGS.

TOWN OF HAMDEN.

The Selectmen of the Town of Hamden presented to us their request in writing on April 13, 1910, for protection at certain grade crossings of the Northampton Branch railroad tracks at Morse, Dudley, Allen, and Goodrich Streets in said Town, which was heard by us on May 2, 1910, and on May 12, 1910, we issued an order directing said company within thirty days from the date of the order, to station a flagman daily, Sundays excepted, at the Goodrich and Morse Street crossings to give warning to the public using said streets of the approach of all engines, cars or trains, between the hours of 6:30 A. M. and 7:40 P. M. We were of the opinion that the condition of public travel at Dudley and Allen Streets was such as not to require at that time additional protection. We therefore dismissed that part of the complaint.

TOWN OF BERLIN.

The Board of Selectmen of the Town of Berlin presented their request dated the 26th day of October, 1910, asking for the protection of a highway crossing the Middletown Branch of the New York, New Haven & Hartford Railroad Company at grade about a mile and one-half north of Berlin Street, so-called. The request was heard on November 2, 1910, and on November 7, 1910, we issued an order stating that the evidence presented and the record of accidents appeared to establish the dangerous character of the crossing, and found that the fact that the motive power used in the operation of the passenger trains on said railroad while changed from steam to electricity, did not, in our opinion, relieve the company from its obligation to properly safeguard said crossing or relieve it from the provisions of Section 3888 of the General Statutes.

We therefore ordered said Company within thirty days from date of said finding to keep a flagman, daily, at said crossings, to warn those using said highway of the approach of all engines, cars or

trains from seven o'clock A. M. to 7 o'clock P. M., and to erect at said crossing a conspicuous sign stating the hours during which said flagman shall be on duty.

SIDETRACKS ACROSS HIGHWAYS.

CITY OF WATERBURY.

On December 15, 1909, a certified copy of a resolution passed by the Board of Selectmen of the City of Waterbury authorizing the occupancy of Railroad Hill Street in said City by a side track leading from the tracks of the New York, New Haven & Hartford Railroad Company to the Eagle Brewing Company of said City, said track to be used for switching purposes only, was presented with the request that authority be granted by this Board for the laying of such a track across said highway in accordance with Section 3892 of the General Statutes.

On December 17th we authorized the construction of said track, subject to the conditions imposed upon said Brewing Company by the City of Waterbury, and ordered and directed that the speed of all engines, cars or trains while passing over said highway be reduced to a speed not exceeding three miles per hour, and that when said highway was being so used a flagman be stationed at the same to give warning of the approach of all engines, cars or trains.

TOWN OF NEW HARTFORD.

The Selectmen of the Town of New Hartford presented their petition on April 12, 1910, asking permission for the New York, New Haven & Hartford Railroad Company to lay a spur track across a certain road in said Town into the premises of H. P. Fiske, which petition was heard by us on April 27, 1910, and on May 2, 1910, we issued an order authorizing the construction, maintenance and operation of a sidetrack, to be used for switching purposes only, upon and across the highway in said Town known as the Old Mountain road, said sidetrack leading to the land of H. P. Fiske.

We also ordered that the speed of all engines, cars or trains while crossing the said highway should not exceed six miles per hour and that a flagman be stationed at said crossing to give warning of the approach of all engines, cars or trains.

CITY OF WATERBURY.

The Mayor of the City of Waterbury presented a petition dated July 18, 1910, asking to construct and maintain a sidetrack for

switching purposes across Hamilton Avenue at grade, to the premises of the Scoville Manufacturing Company of said Waterbury.

The petition was heard by us on August 5, 1910, and on August 23, 1910, having visited the location of the proposed sidetrack and examined the premises, we authorized the New York, New Haven & Hartford Railroad Company to construct, maintain and operate a sidetrack for switching purposes only, at grade, across Hamilton Avenue (formerly Dublin Street) in the City of Waterbury, in accordance with a plan on file in this office and prescribing that the speed of all engines, cars or trains passing over said highway should not exceed six miles per hour and that a flagman be maintained at said crossing while being used as aforesaid.

CHANGE OF LOCATION.

TOWNS OF NEWTOWN, MONROE, AND HUNTINGTON.

The petition of the New York, New Haven & Hartford Railroad Company presented under date of July 27, 1910, represents that it owns and operates an established line of railroad known as the Huntington Branch of the New Haven & Derby extension and the Newtown Branch of the Housatonic Railroad Company, and through the Towns of Newtown, Monroe and Huntington, in the County of Fairfield and State of Connecticut, which line is generally known as the Botsford Branch extending from Shelton to Botsford Station. The petition asks to alter the location of said line of railroad so as to change the radius of its curves, the width of its layout, the extent of its depot grounds, slopes and embankments, to straighten and improve its lines, and to add to the number of its main tracks so as to constitute a double track railroad from a point in the Town of Newtown just easterly of the Botsford Station to a point in the Town of Huntington six hundred and twenty-five feet westerly of the Shelton Station.

Said petition was heard on August 5, 1910, and on August 24, 1910, we issued an order authorizing the proposed changes and approving the taking of such land as was found necessary therefor.

ABANDONMENT OF STATION.

TOWN OF PLYMOUTH.

The New York, New Haven & Hartford Railroad Company presented a petition dated May 24, 1910, asking to abandon the Terryville Station on the railroad of the New England Railroad

Company in the Town of Plymouth, and to provide and establish a new station on the new line of said railroad near the division line between the Town of Bristol and Plymouth on the northerly side of said new line of railroad.

The petition was heard by us on June 27, 1910, when said company appeared and agreed to continue the then present freight facilities at the Terryville Station by making a connection between the present line and the new line near the proposed new station and to continue the freight station, yards and tracks, in connection therewith, and upon such an agreement it was ordered that when such new passenger station had been constructed and opened for the use of the public, said company might abandon the use of the old station for passenger service but should retain its use for freight purposes, to be reached from the new line of said railroad by a siding, as designated upon a plan submitted.

REMOVAL OF PASSENGER STATION.

TOWN OF MANCHESTER.

The South Manchester Railroad Company presented its petition dated September 16, 1910, asking for the removal of its passenger station located on Elm Street, at South Manchester, on the line of said South Manchester Railroad, to a point just above Forest Street, on the westerly line of said tracks, about one thousand feet north.

Said petition was heard by us October 19, 1910, and on October 22d, there being no opposition to the abandonment of said station as proposed, and we being of the opinion that said change of location would be a desirable one in the interest of public safety, and finding that the proper and convenient operation of the railroad would be best served by the removal of the station of said company as proposed, we granted said petition.

BRANFORD STEAM RAILROAD.

APPROVAL OF LOCATION.

On March 21, 1910, the Branford Steam Railroad Company presented its petition asking for the approval of its location in the Towns of Branford and North Branford, describing its location in detail through each of said towns, which application was heard by us on March 28, 1910, after due notice to the petitioner, the municipalities in which said highways are located and to the

parties interested in the land proposed to be taken, which hearing was continued from time to time until June 30, 1910, when we made the following finding:

"There was a deliberate mandate of the General Assembly nullifying the grade crossing law in this instance, and we find we have no discretion in the matter and do therefore approve in writing of the location of the Branford Steam Railroad as specifically stated in its petition except that where the said railroad crosses the highway leading from Branford to Guilford between Stations 10x20 and 10x84 we order and direct that the highway passing under said railroad shall have a clearance of thirty feet between bridge abutments and a clearance of at least fourteen feet between the surface of the highway and the bottom of the girders of the bridge."

CONDEMNATION OF LAND IN THE TOWN OF MILFORD.

On April 25, 1910, the New York, New Haven & Hartford Railroad Company presented to us its petition asking for the approval of the location of the "Y" track connecting the Naugatuck tracks with the main line of the New York, New Haven & Hartford Railroad Company at Naugatuck Junction, in the Town of Milford, and to approve the taking of necessary land therefor belonging to Joseph T. Beard of said Milford.

The petition was heard on May 18, 1910, after due notice to the petitioner, the Selectmen of the Town of Milford and to Joseph T. Beard of Milford, Connecticut, and on May 19, 1910, we approved the changes and alterations in said highway and tracks, as described in said petition and of the taking of the lands necessary therefor as shown upon a plan presented at said hearing and on file in this office, and provided that all the work incident to the changes proposed should be performed and the land necessary therefor be taken by the said New York, New Haven & Hartford Railroad Company, at its own expense.

CONDEMNATION OF LAND IN THE TOWN OF NEWTOWN.

On September 7, 1910, the New York, New Haven & Hartford Railroad Company presented its petition asking our approval of the changes and alterations in the location of its railroad across the lands of Michael J. Keating and others in said Town of Newtown.

The petition was heard September 13, 1910, and after due notice to the parties in interest, we approved the changes and alterations in the location of said railroad as described in a petition dated April 21, 1910, and found it necessary and therefore approved the taking of the lands set forth in the petition, which lands were shown on plans presented at said hearing and on file in this office.

APPROVAL OF TEMPORARY BRIDGE OVER THE TRACKS OF NAUGATUCK R. R.

TOWN OF MILFORD.

Upon the request of the New York, New Haven & Hartford Railroad Company under date of September 29, 1910, after due hearing, we approved the location of a temporary bridge over the tracks of the Naugatuck railroad near Naugatuck Junction, and determined that the length of the said bridge over the tracks of said railroad just northerly of Naugatuck Junction Station in the Town of Milford, should be forty-three feet, the width twelve feet, the height above the roadbed of said company to be as shown on a blueprint on file in this office and that the necessity for the construction of said bridge was to facilitate the construction of a new bridge recently authorized by this Commission.

IMPROVEMENT OF TRAIN SERVICE ON THE NORWICH & WORCESTER BRANCH BETWEEN PUTNAM AND NORWICH.

The following petition dated January 17, 1910, was presented to us asking for better train service between Norwich, Putnam, Worcester and Boston, or in other words, for an additional train running south from Putnam and arriving in Norwich about four o'clock P. M.

Said petition was heard by us on February 16, 1910.

"It appeared from the evidence presented that the present passenger service on the steam railroad between Norwich and Worcester, Massachusetts, consists of passenger trains leaving Norwich for Worcester each day at 6:00 A. M., 9:25 A. M., 2:10 P. M., and 4:45 P. M., and leaving Worcester for Norwich at 6:45 A. M., 9:20 A. M., 4:45 P. M., and 8:05 P. M., making four steam trains each way daily. In addition to this steam service, there is an hourly electric service between Worcester and Norwich from 9:15 A. M. and 4:15 P. M., making eight trips each way

daily over the electric line between the two cities, consuming four hours and twenty-eight minutes for each trip; about double the running time of the steam trains. It thus appears that there are twelve round trips made daily between these two cities by the steam and electric service combined."

"The petitioner asks that a steam train be run from Putnam southerly, in connection with a Boston and New York train, to arrive in Norwich about four o'clock, as there is no steam train arriving from the north between 11:48 A. M. and 7:10 P. M. The electric service for Norwich runs in connection with the train in question, but the petitioners claim it is too slow, requiring about two hours between Putnam and Norwich. The Railroad Company claims that previous to the installation of the electric service such a train as the one desired was run and that the patronage of the train indicated that there was little public need of such a service, as the public failed to use it to any considerable extent, in fact, it was the poorest patronized train on the line, and now after the installation of the electrical service it is still less needed than heretofore, for some of those who formerly patronized the train are now better served by the more frequent electrical service. It is also claimed by the Railroad Company that the volume of travel to the north from Norwich is and always has been exceedingly small, not sufficient to furnish any reasonable return for the service already furnished for such travel by the various steam and electric lines leading toward Putnam and Willimantic, and that the greater bulk of travel to and from Norwich comes and goes over the various lines extending southerly from the city where the service is admitted to be ample."

"It is true that the petitioners presented some individual cases that would be more conveniently served by the train desired than by the present service, but not, in our opinion, to such an extent as to constitute a public need for such service. When it is considered that the present combined steam and electric service between Norwich and Worcester furnishes twelve round trips between those places each day and that an equal amount of service is furnished between Norwich and Willimantic it seems to us that the city is to be congratulated upon its superior facilities for reaching the territory lying to the north of it."

"In view of the foregoing facts, we deem it equitable and do, therefore, decline to grant the petition until greater public need is shown for such additional service."

ACCIDENTS.

The accidents from the operation of steam roads within the State of Connecticut during the past year have been as follows:

	Injured.	Fatal.	Not Fatal.
Passengers, ...	66	0	66
Employees, ...	354	24	330
Trespassers, ...	135	84	51
Others, ...	45	18	27
Total, ...	600	126	474

The total casualties shown by the foregoing statement were 600, compared with 617 for the preceding year, 17 less than the number then reported, and the number of fatalities 126, being 19 less than last year.

PASSENGERS.

The number of passengers injured is reported as 66, compared with 52 for the previous year (an increase of 14), of whom none were killed, two less than last year. Nineteen passengers were injured on the New London Northern Railroad, 16 in collisions, two in derailments and one falling from trains, locomotives or cars. Forty-seven were injured on the New York, New Haven & Hartford Railroad, of which number none were killed. Twenty-two were injured in collisions, 12 in jumping on or off trains, locomotives or cars, two in derailments, one in falling from trains, locomotives or cars and ten from other causes not named.

EMPLOYEES.

The total number of employees injured was 354; which is 45 less than last year, and of the total number injured 24 were killed, 26 less than last year. Of the total number injured, 17 are reported as happening on the Central New England Railway, 39 on the New London Northern Railroad, and 274 on the New York, New Haven & Hartford Railroad. On the Central New England Railway one was injured coupling or uncoupling, one in parting of train, one in falling from train, locomotive or car, five from causes not stated. One stationman injured handling traffic, five shopmen handling tools and machinery, one getting on or off locomotives or cars at rest, and one was killed and one injured from other causes not designated, and one trackman was injured handling tools, machinery, etc. On the New London

Northern Railroad five trainmen were injured coupling or uncoupling, four in derailments, one killed and five injured falling from trains, locomotives or cars, six jumping on or off trains and one switchman injured by being struck by train, locomotive or car. Seven stationmen were injured handling traffic, five trackmen injured handling supplies and two other employees injured handling traffic and four handling supplies. On the New York, New Haven & Hartford Railroad 152 trainmen were injured, 11 of whom were killed from the following causes: One killed and 12 injured coupling and uncoupling, 16 injured in collisions, five in derailments, two in parting trains, six in locomotives or cars breaking down, one killed and 27 injured falling from trains, locomotives or cars, one killed and 16 injured jumping on or off trains, locomotives or cars, seven killed and nine injured by being struck by trains, locomotives or cars, six injured by overhead obstructions and one killed and 42 injured by other causes not named. One switchman, one stationman, four trackmen and one other employee were struck by trains and killed. These are the principal casualties resulting from the movement of trains, locomotives or cars. Two were killed and 118 injured from causes other than from the movement of trains, locomotives or cars.

TRESPASSERS.

The number of persons injured, classified as trespassers, was 135; two on the Central New England, none on the New London Northern and 133 on the New York, New Haven & Hartford, 84 of whom were killed—all on the last named road. It will be observed that the fatalities resulting to trespassers upon the track are just double those of all other causes combined.

INJURED AT GRADE CROSSINGS.

Twenty-five persons were injured at highway crossings, ten fatally, three more than last year.

The number of grade crossings in the State is 852.

FINANCIAL STATEMENT OF THE OPERATIONS OF THE STEAM RAILROADS FOR THE YEAR ENDING JUNE 30, 1910.

CAPITAL STOCK.

The total capital stock outstanding of the various companies reporting to us on the date named above was \$162,541,025.00, which

is \$22,140,525.00 in excess of last year; that of the New York, New Haven & Hartford Railroad Company having increased \$22,139,325.00 (which amount is stated as "receipts outstanding for installments paid") and that of the Hartford & Connecticut Western Railroad Company \$1,200.00.

FUNDED DEBT.

The South Manchester Company has no funded debt. The six remaining companies have a debt amounting to \$249,217,000.00, divided as follows: Central New England Railway Company, \$10,664,500.00; Hartford & Connecticut Western R. R. Co., \$700,000.00; New Haven & Northampton Co., \$3,100,000.00; New London Northern R. R. Co., \$1,500,000.00; New York, New Haven & Hartford R. R. Co., \$232,052,500.00, composed of mortgage bonds, plain bonds, debentures and notes and miscellaneous funded obligations; and Norwich & Worcester R. R. Co., \$1,200,000.00.

For a detailed account of the miscellaneous obligations of the New York, New Haven & Hartford Railroad Company see report of said company, pages 238-319.

WORKING LIABILITIES.

The total working liabilities of the companies are reported to be \$19,373,451.58, divided among the various companies as follows: Central New England Ry. Co., \$3,117,472.58; Hartford & Connecticut Western R. R. Co., \$228,176.70; New Haven & Northampton Co., \$876.42; New London Northern R. R. Co., \$4,277.14; New York, New Haven & Hartford R. R. Co., \$15,928,772.23; Norwich & Worcester R. R. Co., \$63,865.00; and the South Manchester R. R. Co., \$30,011.51. The total amount of stock, funded debt, and working liabilities of the companies is \$431,131,476.58.

PROPERTY INVESTMENT, SECURITIES, OTHER INVESTMENTS AND WORKING ASSETS.

The accounts of the companies under the above heading amount to \$487,974,213.29, comprising the following items: Cost of road, \$149,120,062.24; cost of equipment, \$58,394,564.89; general expenditures, \$360,774.88; floating equipment, street railways and other properties, \$6,346,362.90; stocks owned, \$106,951,687.78; funded debt pledged or unpledged, \$15,250,000.00; miscellaneous, \$25,394,996.35; other investments, \$65,708,295.82; cash, \$18,854,217.32; other assets, \$41,593,301.11.

GROSS OPERATING REVENUES.

The gross operating revenue for the year was \$64,819,495.12, compared with \$57,985,541.90 for the previous year, an increase of \$6,833,953.22. The revenue derived from the passenger service was \$25,422,102.49, and from freight \$33,463,648.40; the balance, \$5,933,744.23, being earnings from other sources. Gross operating revenues per mile of road operated were \$26,471.63, and per train mile \$2.5976.

OPERATING EXPENSES.

The total operating expenses for the year were \$41,333,039.07, being \$2,788,130.74 more than for the preceding year. The percentage of operating expenses to gross earnings was 63.76. The operating expenses per mile of road operated were \$16,879.99, and per mile run \$1.65078.

NET OPERATING REVENUES.

The net operating revenues of the Central New England Railway were \$1,289,487.53; of the New London Northern R. R. Co., \$192,461.79; of the New York, New Haven & Hartford R. R. Co., \$22,004,451.79, and of the South Manchester Railroad Co., 54.94, making a total of \$23,486,456.05, an increase of \$4,044,705.69 over the previous year, and were \$9,591.64 per mile of road operated and 0.94898 per mile run.

TAXES.

The amount of taxes paid by the companies was \$4,120,556.79, which is \$549,002.82 more than the amount paid last year. The amount paid is 6.36 per cent. of the gross operating revenues. The amount paid to the State of Connecticut for the fiscal year, as reported by the State Treasurer, was \$1,542,329.45.

DIVIDENDS.

The amount paid in dividends was \$10,291,827.00, as appears in table No. 8, page 102, while no dividends were paid on \$8,858,400.00 of capital stock.

INTEREST.

The amount of interest paid by the companies was \$11,429,510.69, as follows: Central New England Railway Company, \$895,490.00; Hartford & Connecticut Western Railroad Company, \$31,500.00; New Haven & Northampton, \$131,000.00; New London Northern Railroad Company, \$68,100.00; New York, New Haven

& Hartford Railroad Company, \$10,255,420.69, of which amount \$2,543,365.00 was interest on mortgage bonds, \$7,711,595.69 on plain bonds, debentures and notes, and \$460.00 on miscellaneous funded obligations; Norwich & Worcester Railroad Company, \$48,000.00.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried earning revenue was 84,519,264, being 6,954,914 more than the number carried last year. The number of passengers carried by the street railways during the same period was 151,631,091. The average length of each passenger trip was 18.11 miles, the amount received per passenger \$.30078, and the receipts per passenger per mile \$.01661. The passenger revenue was \$25,422,102.49, being \$2,027,930.38 more than that of the preceding year, and the passenger service train revenue \$29,734,801.20, being \$2,686,928.59 in excess of last year. The passenger service train revenue per mile of road operated was \$12,143.39 and per train mile \$1.78452.

FREIGHT CARRIED AND FREIGHT REVENUE.

The freight carried during the year was 29,085,934 tons, being 3,511,846 tons more than the amount carried last year, with an average haul of 82.86 miles. The freight revenue was \$33,463,648.40, being \$3,999,245.34 in excess of the amount reported last year. The receipts per ton of freight handled were \$1.15051 and the average per ton per mile .01388. The freight revenue per mile of road was \$13,666.22, and per train mile \$3.94699.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 16,414,106, being 575,871 miles more than for the preceding year, and of freight trains earning revenue, 8,229,812 miles, being 434,468 miles more than last year. The mileage of mixed trains earning revenue was 248,451, of special trains 40,430, and of non-revenue trains 896,203 miles. The total revenue mileage was 24,932,799 and the total mileage of all trains 25,829,002.

LENGTH OF ROADS.

Total length of main line and branches included in this report is 2,394.71 miles; the length of second or double track, 771.77 miles; third track, 95.09 miles; fourth track, 93.63 miles; fifth track, 8.90 miles; sixth track, 8.90 miles; sidings, 1,538.66 miles;

total of single track, 4,911.66 miles. That portion of the above mileage within the State of Connecticut is as follows: Main line and branches, 1,002.39 miles; second track, 292.01 miles; third track, 47.91 miles; fourth track, 47.85 miles; sidings, 614.48 miles; total single track, 2,004.64 miles.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for maintenance of way and structures has been \$7,831,751.39, being \$1,151,094.20 more than the amount expended for this purpose last year, amounting to \$3,198.41 per mile operated and \$.303 per mile run.

MAINTENANCE OF EQUIPMENT.

The cost of the maintenance of equipment has been \$6,790,-317.78, being \$593,094.72 in excess of the expenditures for that purpose the preceding year, amounting to \$2,773.09 per mile operated and \$.263 per mile run.

MILEAGE.

A statement of the total mileage of tracks of each of the four operating roads included in this report is herewith presented. The portion of this mileage within the State of Connecticut is given on pages 89-94.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

First track, ...	1,996.43
Second track, ...	754.28
Third track, ...	95.00
Fourth track, ...	93.63
Fifth track, ...	8.90
Sixth track, ...	8.90
Trackage rights, ...	98.87
Sidings, ...	1,403.08
Total, all tracks, ...	4,459.18

CENTRAL NEW ENGLAND RAILWAY.

First track, ...	273.38
Second track, ...	17.49
Trackage rights, ...	3.50
Line operated under contract, ...	1.65
Sidings, ...	92.56
Total, all tracks, ...	388.56

NEW LONDON NORTHERN RAILROAD, OPERATED BY THE CENTRAL
VERMONT RAILWAY.

First track, ...	121.00
Sidings, ...	49.40
Total, all tracks, ...	170.40

SOUTH MANCHESTER RAILROAD.

First track, ...	2.25
Sidings, ...	3.45
Total, all tracks, ...	5.70
Grand total, single track and sidings of all lines including trackage rights, ...	5,023.86

The results of the operation of all the steam roads for the year ending June 30, 1910, are given here for convenient reference, although elsewhere stated under their proper heads.

Gross operating revenues, ...	\$64,819,495.12	
Operating expenses, ...	41,333,039.07	
Net operating revenues, ...	23,486,456.05	
Freight revenue, ...	33,463,648.40	
Passenger revenue, ...	25,422,102.49	
Passenger service train revenue, ...	29,734,801.20	
Earnings from other sources, ...	5,933,744.23	
Expended for maintenance of way and structures, ...	7,831,751.39	
Expended for maintenance of equipment, ...	6,790,317.78	
Number of new ties laid, ...		931,414
Tons of new steel rails laid, entire lines, ...		25,220
Total number of employees, including general officers, ...		35,364
Compensation of same, ...	25,079,761.71	
Number employed in maintenance of way and structures, ...		8,725
Amount paid for their service, ...	4,828,109.52	
Passengers carried, ...		84,519,264
Tons of freight carried, ...		29,085,934
Passengers injured, ...		66
Passengers killed, ...		0
Employees injured, ...		330
Employees killed, ...		24
Injured at grade crossings, ...		16
Killed at grade crossings, ...		10
Number of grade crossings, ...		852
Tons of coal consumed, ...		1,929,529
Taxes, ...	4,120,556.79	
Taxes paid State of Connecticut, ...	1,542,329.45	

CONDITION OF THE STEAM RAILROADS.**NEW YORK, NEW HAVEN & HARTFORD RAILROAD.**

The annual inspection required by law was made from September 27 to October 20, 1910. Some of the improvements made during the past year are noted under this head. Sixty-five thousand new creosoted ties have been placed in the track between New Haven and Stamford, fastened with screw spikes and tie plates, and twenty-nine miles of new 100 pound steel rails have been laid. New facilities for coaling engines have been installed west of the passenger station at New Haven. Pocket elevators have been erected to carry coal from the bin to an elevated coal pocket and a scraper conveyor to move the coal from the coal pocket to hoppers on the coaling bridge over the tracks. The whole plant is operated by electricity. A new double track "Y" is now being built between the main line and the Naugatuck branch at Naugatuck Junction, to afford better facilities for transferring freight from one line to the other. A new concrete interlocking tower has been erected at Central Avenue, near the western entrance to the freight yard in East Bridgeport, and new cross-over switches installed to be operated by the tower hereafter instead of by hand as heretofore. The grounds westerly of and adjoining the passenger station in Bridgeport have been filled and graded and are to be macadamized to furnish additional room for vehicles. Easterly of the station the grounds and tracks have been graded and a new bulkhead faced with riprap built along the river and the space in front dredged below water level. A new opening has been made under the railroad viaduct at the end of Stratford Avenue, and the westerly span of the Stratford Avenue bridge over the river widened to afford better facilities for the congested travel at that locality. The old Naugatuck dock and the Bridgeport steamboat dock in the lower freight yard have been moved back of the newly established United States wharf line, and the space in front of the new bulkhead dredged to make sufficient depth of water for shipping. In the Poquonnock dock freight house, so-called, two new electric freight conveyors have been installed for the purpose of unloading steamboats. The easterly driveway to the eastbound passenger station at South Norwalk has been widened to afford more ample room for the entrance and exit of vehicles. A new westbound passenger station and platform has been erected at Rowayton of terra cotta blocks and cement construction. Repairs have been made on fifteen bridges between New Haven and Glen-

brook, consisting principally of new floors and guard timbers. The track, roadway and bridges on the New Canaan branch are in good condition.

On the Danbury branch 15,000 new ties have been placed in the track during the past year. The change in the highway at the Norwalk mills, obviating two grade crossings, has been completed and the work of eliminating two dangerous grade crossings south of Georgetown station, in progress at the time of our last report. Two grade crossings south of Redding station have been eliminated by the construction of one overhead crossing. A new freight house and tracks have been established at Bethel, northerly of the passenger station, and the old combination passenger and freight station is to be remodeled and used exclusively for passenger purposes hereafter. The Litchfield branch is in good condition. A retaining wall at Roxbury Falls which collapsed during the past season has been rebuilt in a substantial manner. The station grounds at Bantam station have been extended and graded to afford more convenient access to the station than heretofore existed.

On the Highland division between the New York State line and Southbury, 3.59 miles of new steel rails have been laid, and 59,900 new first-class ties and 12,906 second-class ties have been placed in the track of the entire division. The relocation of the line of the Berkshire division between Hawleyville and Brookfield Junction, and from Brookfield Junction to Brookfield, and the elimination of the grade crossings heretofore existing thereon is an important improvement, so far as the operation of the road and the safe use of the highways by the public are concerned.

On the Berkshire division 6.15 miles of new steel rails have been laid from a point 2,600 feet south of Kent station to a point 2,538 feet south of North Kent station, and from a point 3,852 feet south of Lime Rock to a point 6,722 feet north of Falls Village station, and 63,250 new first-class ties and 7,775 second-class ties have been laid in the track of the entire division; also seven new bridges have been erected.

On the Naugatuck branch 33,400 new first-class ties and 5,550 second-class ties have been laid in the track. A new connection of the Naugatuck branch with the New York, New Haven & Hartford main line at Naugatuck Junction is being constructed, with less curvature than the connection formerly existing there to facilitate the transfer of a larger amount of traffic than heretofore. The Watertown branch is in good condition, also the track and bridges of the Waterbury and Meriden branch. A steel bridge is being

erected over the Potatuck River near Sandy Hook station to replace the last wooden Howe truss bridge existing on the Midland division west of Waterbury. The Hanover grade crossing at the North Newtown station is being eliminated by carrying the highway under the tracks of the railroad, work upon which is now in progress. The double tracking and changes in line, involving the elimination of all the grade crossings between Hawleyville and Botsford's on the Berkshire division, is well under way, constituting one of the important and expensive improvements now in progress, and when extended over the Botsford branch to Shelton will constitute a continuous double track line from the Poughkeepsie bridge into New Haven for the constantly increasing business over that line, which now amounts to about 1,500 freight cars daily. Four new bridges have been erected on the Derby branch between Derby and New Haven during the past year. The double tracking of the Midland division between Waterbury and Bristol is well advanced. The tunnel, 3,500 feet in length, encased with cement sides and roof, will be ready for use early in the coming year, and the grading of the changed line and the bridge structures are rapidly approaching completion. When completed all grade crossings between Waterbury and Bristol will be eliminated, and the grades, curvature, and distance materially reduced. A new granolithic platform has been placed around the station at Bristol, and several new bridges erected between Bristol and Forestville. A number of the open culverts between Bristol and New Britain have been covered with iron beams and cement floors. New concrete arches are to be placed under the tracks now carried by wooden trestles north of Elmwood and Parkville stations.

On the Hartford division between New Haven and Springfield 51,000 new ties have been placed in the track during the past year, and one-half mile of new 100 pound steel rails has been laid south of Berlin station, and one mile on each side of the Connecticut River bridge at Warehouse Point. A new freight station, 40 x 300 feet, and yard have been provided at Wallingford west of the main track and north of the passenger station, removing the freight traffic from in front of the passenger station. A highway grade crossing north of Yalesville station has been eliminated by carrying the highway under the railroad tracks, and Kelsey's crossing north of Berlin station has been abolished by carrying the highway over the tracks on an overhead bridge. The station grounds at the south end of the Meriden passenger station have been paved with asphalt. A new southbound passing siding, capacity 60 cars, has been laid

about two-thirds of a mile south of Windsor station, and a similar siding, of same capacity, south of Thompsonville station. A brick arch over a highway south of Thompsonville has been extended at both ends, built of concrete. Humphrey Street in New Haven, is being extended under the tracks of the railroad necessitating the removal of the Cedar Hill station north and west of its former location. A new engine house is contemplated at the freight yard north of Cedar Hill, also a yard for the storage of track material and supplies at the east end of the same yard beside the Air Line tracks. The Connecticut Company is erecting a two story car barn at Cedar Hill, 450 feet long by 250 feet in width.

On the Northampton branch two grade crossings south of Milldale station have been eliminated by building a parallel highway and carrying one highway under the railroad tracks. A grade crossing north of Plainville station has been abolished by carrying the highway under the tracks. A deck truss bridge over the Farmington River north of Farmington has been replaced by a deck plate girder bridge of four spans with concrete piers. A highway grade crossing about three miles north of Farmington station has been abolished by carrying the highway over the track on an overhead bridge. New 80 pound steel rails have been laid in the track between Mount Carmel and Cheshire. Two grade crossings near Weatogue station in the town of Simsbury are being eliminated by carrying the highway over the railroad on a bridge and discontinuing the other crossing. Also a grade crossing in the town of Granby has been eliminated by carrying the highway over the railroad on an overhead bridge. The bridges between Plainville and Northampton are being strengthened or renewed to a capacity of 200,000 pounds, which involves the strengthening or renewal of some eight different bridges in the state of Connecticut. The number of new ties placed in the track in Connecticut has been 26,500, and five and one-half miles of new steel rails weighing 80 pounds per yard have been laid.

The Connecticut Central branch, formerly so-called, is in good condition. A new station building has been erected at South Windsor to replace one that was burned, and a new concrete arch built to take the place of bridge No. 2, the abutments of which needed renewing. The Melrose and Rockville branches are also in satisfactory condition. On the line extending from Hartford to Willimantic about ten miles of new steel rails have been laid in the vicinity of Bolton, Hop River, and Putnam, and many of the open culverts have been supplied with cast-iron drain pipe with

cement buttresses at ends and a solid roadbed over the same. About nine miles of the track has been thoroughly ballasted in the vicinity of Bolton, Andover, Hop River, and Manchester. Some important improvements are in progress on the Air Line between New Haven and Willimantic, notably the rebuilding of the bridge over the Connecticut River at Middletown, with a structure capable of carrying safely the heaviest traffic. Between New Haven and New London seven and one-half miles of new steel rails have been laid and 52,900 new ties placed in the track during the past year. The curvature of the main track at Branford station has been reduced from four to three degrees. Buell's crossing east of Clinton station has been eliminated by carrying the highway over the railroad on a highway bridge. A new floor has been placed on the bridge over Winthrop's Cove in New London, and repairs have been made on various bridges between New Haven and New London. On the Norwich and Worcester branch about 200 tons of new steel rails have been laid on the curves north of the tunnel between Taft's and Jewett City, and repairs have been made on eight of the bridges on the branch north of Groton in this state, and several grade crossings on the line have been eliminated. The track and bridges on the line from East Thompson to Willimantic are in good condition, and in Thompson and Hampton grade crossings have been abolished.

On the Providence branch from Willimantic to Oneco the track and bridges are in excellent condition. The last of the wooden bridges on this line near Moosup has been rebuilt with two steel girder spans in place of the wooden Howe truss formerly spanning the river. Grade crossings have been removed in Oneco, Canterbury, Lisbon, Versailles, and at Camp station in South Windham, now in process of construction. During the last year work has been in progress on the Valley branch strengthening the bridges between Hartford and Saybrook Junction to a capacity of 200,000 pounds per lineal foot (so that in case of an interruption of service trains can be diverted over this line if necessary), involving the rebuilding or strengthening of twenty-three different bridges on the line between the points named.

Two grade crossings in the town of Essex have been eliminated by constructing one new overhead highway bridge.

Summary of operations of the New York, New Haven & Hartford Railroad for the year ending June 30, 1910:

Gross operating revenue, \$60,693,667.55; passenger revenue, \$24,885,864.74; freight revenue, \$30,110,588.30; operating ex-

penses, \$38,689,215.76; net operating revenue, \$22,004,451.79; maintenance of way and structures, \$7,132,375.64; maintenance of equipment, \$6,461,772.22; number of new ties laid, 710,890; tons of steel rails laid in Connecticut, 9,429; number of employees (including officers), 33,096; compensation of same, \$23,596,607.26. The operating expenses were 63.74 per cent. of the gross earnings, and the maintenance of way and structures, 18.43 per cent. of the operating expenses.

CENTRAL NEW ENGLAND RAILWAY.

The improvements in the general condition of the track, road-bed, and bridges of this line are very marked. Much ballasting has been done and the alignment and surface of the track much improved. Many of the bridges have been repaired, renewed, and painted. Three and a quarter miles of new steel rails have been laid near Grant station. Five new locomotives have been purchased and put into service.

The result of the operation of the road for the year ending June 30, 1910, has been as follows:

Gross operating revenue, \$3,022,720.19; passenger revenue, \$337,955.81; freight revenue, \$2,520,890.59; net operating revenue, \$1,289,487.53; operating expenses were \$1,733,232.66; maintenance of way and structures, \$510,912.08; maintenance of equipment, \$268,929.41; number of new ties laid, 131,214; tons of steel rails laid, 3,928; number of employees (including officers), 1,524; compensation of same, \$1,046,812.74. The operating expenses were 57.34 per cent. of the gross operating revenue, and the maintenance of way and structures 29.48 per cent. of the operating expenses.

NEW LONDON NORTHERN RAILROAD.

During the past year 24,800 new ties have been placed under the track and two new steel girder bridges have been erected, designated as Nos. 21 and 36. Two smaller bridges within the limits of the station grounds at Stafford Springs have also been renewed, and repairs have been made on various other small bridges at various other points on the line. A highway crossing in the town of Willington has been cleared of shrubbery and trees which obstructed the view of the crossing by those approaching it on the highway, rendering it more safe for public travel.

The results of the operation of the road for the year ending June 30, 1910, have been as follows:

Gross operating revenue, \$1,083,759.11; passenger revenue, \$194,331.55; freight revenue, \$816,893.78; operating expenses, \$891,297.32; net operating revenue, \$192,461.79; maintenance of way and structures, \$183,876.12; maintenance of equipment, \$58,865.45; new ties laid, 88,120; number of employees (including officers), 725; compensation of same, \$423,579.06. The operating expenses have been 82.24 per cent. of the gross earnings, and the maintenance of way and structures, 20.63 per cent. of total operating expenses.

SOUTH MANCHESTER RAILROAD.

The passenger station at the terminus of this road in South Manchester has been removed from its former location about 1,000 feet further north, on the westerly side of the track, where it more conveniently serves the public. At the public hearing required by law, no objection was made to such removal.

The results of the operation of the road for the year ending June 30, 1910, are shown by the following figures:

Gross operating revenue, \$19,348.27; passenger revenue, \$3,950.39; freight revenue, \$15,275.73; operating expenses, \$19,293.33; net operating revenue, \$54.94; maintenance of way and structures, \$4,587.55; maintenance of equipment, \$750.70; new ties laid, 1,190; number of employees (excluding officers), 19; compensation of same, \$12,762.65.

STREET RAILWAYS.

The first report of the street railway companies in Connecticut to the Railroad Commissioners was made in 1895. At that time there were, in round numbers, 300 miles of street railways within the State with a stock and debt of \$17,700,000.00, gross earnings of \$2,200,000.00, operating expenses of \$1,500,000.00, paying taxes amounting to \$76,500.00, carrying 38,000,000 passengers, with 250 accidents to persons, 12 of which were fatal. Sixteen years afterwards, in 1910, there are 921 miles, with a reported capitalization and debt of \$79,000,000.00, gross earnings over \$8,000,000.00, operating expenses nearly \$5,000,000.00, taxes, \$452,000.00, passengers carried, 151,000,000, with 2,228 casualties to persons, 39 of which were fatal. This is a brief summary of the growth of the street railway properties for the past sixteen years. Since the close of the fiscal year on June 30th, the Shore Line Electric Railway Co. has completed and brought into operation about 26 miles

of its line, extending from Ivoryton through Essex, Saybrook, Westbrook, Clinton, Madison and East River to Guilford, and the balance of its line is now in process of construction. Extensions and double tracking of existing lines have been made in the cities of Hartford, New Britain, Meriden, New Haven, Bridgeport, and Waterbury.

PROCEEDINGS OF THE BOARD CONCERNING STREET RAILWAYS.

APPROVAL OF METHOD OF CONSTRUCTION.

CITY OF NEW BRITAIN.

On February 21, 1910, upon petition of the New York, New Haven & Hartford Railroad Company, asking our approval of the method of construction proposed by said company for double tracking its electric railway lines on Main, East Main, West Main, South Main, and Arch Streets, in the city of New Britain, and after hearing the petitioner and the city, and the municipality offering no objections to the plans presented, we issued our approval of same.

NORTH BRANFORD AND EAST HAVEN.

On the 24th day of March, 1910, the Shore Line Electric Railway Company presented its petition asking for the approval of its proposed method of construction in the towns of North Branford and East Haven, which was heard by us on April 4, 1910, and our approval of the same was granted on June 30, 1910, declining, however, to approve of the construction of said railway at grade on a certain highway in the town of North Branford, over which the Damascus Railroad Company had a right to cross at grade.

BRIDGEPORT AND STRATFORD.

On April 29, 1910, the New York, New Haven & Hartford Railroad Company presented its petition for the approval of the method of construction of a double track extension of the electric railway line on Barnum Avenue in the city of Bridgeport, and in the town of Stratford, which petition was heard by us on May 11, 1910, and approved on May 12, 1910, in accordance with conditions prescribed by the selectmen of the town of Stratford and the common council of the city of Bridgeport.

CITY OF HARTFORD.

The Connecticut Company presented its petition on the 9th day of July, 1910, asking for our approval of its method of construction

of its line on Broad Street from Capitol Avenue to New Britain Avenue in the city of Hartford. The petition was heard on July 13, 1910, and approved by us in accordance with certain conditions imposed by said city.

The Connecticut Company presented its petition asking for the approval of its method of construction of its line on Capitol Avenue from Main Street to Trinity Street in said city, which petition was heard July 20, 1910, and our approval granted on the same date in accordance with certain conditions prescribed by said city and agreed to by said company.

CITY OF WATERBURY.

The Connecticut Company presented its petition dated August 19, 1910, asking for the approval of the method of construction of its electric railway line in James, Clark, Sixth, and Bank Streets in the city of Waterbury, which was heard by us on August 31, 1910, and approved in a finding dated September 6, 1910.

A petition of the Connecticut Company was presented to us on August 30, 1910, asking for an approval of the method of construction of its proposed double track electric railway in Meadow Street from West Main Street to Bank Street, and to lay a second track on Bank Street from Exchange Place to a point two hundred feet more or less southerly of Meadow Street in said city.

Said petition was heard by us on the 13th day of September, 1910, and our approval granted on September 16, 1910. Said finding was on October 17th amended so as to provide that all double truck cars used in the transportation of passengers shall be equipped with some effective system of power brakes, said former order having provided that said power brakes should be furnished on all cars used on said line, failing to distinguish between single and double truck cars.

And on October 17, 1910, we made a like amendment of our finding of September 6, 1910, applicable to James, Clark, Sixth, and Bank Streets in said city of Waterbury.

CERTIFICATES OF APPROVAL.

On December 21, 1909, the extension of The Connecticut Company's line in the city of New Haven, from Howard Avenue and Congress Avenue through Howard Avenue, consisting of a double track eight hundred feet in length and a single track through Washington Avenue three thousand six hundred feet in length, was

examined and found in a suitable and safe condition for operation, and a certificate issued to that effect.

TOWNS OF BROAD BROOK, EAST WINDSOR, ELLINGTON, AND
VERNON.

Amendment of Certificate of Approval.

In the matter of certificate issued by this Board under date of May 19, 1906, to the effect that the newly constructed line of the Rockville, Broad Brook & East Windsor Street Railway Company from a point about one mile easterly of Broad Brook and extending through the towns of East Windsor, Ellington, and Vernon, to the end of said railway company's line in Rockville, had been examined and found "in a suitable and safe condition for operation," which certificate was subject, however, to an action pending in the courts "as to whether the grade of the highway at a point known as Grant's Corners, and also the grade at the beginning of the bridge over the tracks of the New York, New Haven & Hartford Railroad Company at the same point, conformed to the layout of the tracks as made by the Selectmen of the town of East Windsor and also the plans for said overhead structure approved by this Board."

We now having been advised, under date of February 4, 1910, that said question had been decided by the courts and "satisfaction" papers filed in the case, we do hereby amend our certificate of May 19, 1906, so that said certificate as amended shall read as follows:

"That portion of the tracks of the Rockville, Broad Brook & East Windsor Street Railway Company, lying between a point about one mile easterly of Broad Brook and then extending through the towns of East Windsor, Ellington, and Vernon to the end of said street railway company's line in Rockville, has been examined and is in a suitable and safe condition for operation."

NEW HAVEN.

On May 12, 1910, we issued the following certificate of approval of a change in the line of the Morris Cove Branch, viz.: the easterly track of a change in the line of the Morris Cove Branch, so-called, of the street railway line of the New York, New Haven & Hartford Railroad Company, has been examined and found in a suitable and safe condition for operation.

And on May 28, 1910, the following certificate of approval of the westerly track of said changed line, viz.: the new westerly

track of the change in the line of the Morris Cove Branch, so-called, of the street railway line of the New York, New Haven & Hartford Railroad Company, has been examined and found in a suitable and safe condition for operation.

THE SHORE LINE ELECTRIC RAILWAY CO.

Under date of September 17, 1910, we issued the following certificates, viz.:

"That portion of the newly constructed electric line of the Shore Line Electric Railway Company extending from Ivoryton through Essex, Saybrook, Westbrook, Clinton, Madison, and East River to the Green in Guilford, a distance of about twenty-five and six-tenths miles, has been examined and found in a suitable and safe condition for operation."

WATERTOWN.

On October 31, 1910, the following certificate was issued by us:

"That portion of the Connecticut Company's electric railway line recently constructed from said company's existing track in the village of Watertown, which new construction is a continuance of the Waterbury-Oakville-Watertown line, and being 3,270 feet in length, has been inspected and found in a suitable and safe condition for operation."

APPROVAL OF LOCATION AND TAKING OF LAND.

TOWNS OF MIDDLEFIELD, DURHAM, AND MERIDEN.

On October 21, 1909, the Meriden, Middletown & Guilford Electric Railway Company presented to this Board its petition asking for the approval of the location and layout of its railway on certain lands in the towns of Middlefield, Durham, and Meriden, and for the approval of the taking of certain lands in said towns.

This petition was heard on November 2, 1909, and on the 14th of the following month we issued our finding as follows:

"After a careful consideration of this matter we find as follows:

"This application is for the approval of the taking of twelve pieces of land for purposes of constructing the petitioner's proposed line of street railway. It is brought under Section 5 of the charter of the petitioning company which provides, after certain formalities have been complied with, that lands may be taken 'with the approval of the railroad commissioners.' If only such amount of land as is essential for the construction of the railway is asked for, if the layout is the most feasible from an engineering

standpoint and no undue or wanton destruction of private property is involved, we deem it our duty 'to approve' of the taking of land for the construction of the petitioner's railway. We, therefore, do approve of the taking of such lands, easements, and interests in lands as described in the petitioner's application as follows:

"Parcel 'a,' parcel 'b,' except that said description is amended to read in the first line '50 feet wide, being 35.' Parcel 'c,' parcel 'd' and 'e,' parcel 'f,' parcel 'h' and 'i,' 'j,' 'k,' and 'l.'"

"The petitioner withdrew its application for the taking of land described in parcel 'g.'"

TOWNS OF ESSEX, SAYBROOK, WESTBROOK, CLINTON, GUILFORD, AND BRANFORD.

On the 4th day of December, 1909, the Shore Line Electric Railway Company presented its petition for the approval of its location from Ivoryton, in the town of Essex, through Essex, Saybrook, Westbrook, Clinton, Guilford, and Branford to Stony Creek, as described in said petition and approved by the Selectmen of the foregoing towns, which was heard at our office in the city of Hartford on December 15, 1909, as to said petition within the town of Guilford, and on April 30, 1910, our approval of said location was granted.

TOWN OF DURHAM.

On December 28, 1909, the Meriden, Middletown & Guilford Electric Railway Company presented its petition asking for the approval by this Board of the taking of certain land belonging to Walter D. Brockett, in the town of Durham, necessary for the construction of its railway.

This petition was heard on January 13, 1910, when said petitioner and said property holder appeared and were fully heard.

We found that the taking of said land was necessary for the proper construction and operation of said railway, and on January 17, 1910, issued our finding approving of the taking of the land of said Brockett, and prescribing the limits of same to be those described by the petitioner.

TOWN OF GUILFORD.

The Shore Line Electric Railway Company presented a petition dated the 7th day of July, 1910, asking us to approve of its location and prescribe the limits within which real estate should be taken for the construction of its railway across the lands of Roger C.

and R. Burton Leete, William Norton, and others, in the town of Guilford, which was heard by us on July 13, 1910, and on July 26, 1910, we issued a finding that the land described in said petition was necessary for the proper construction and operation of the railway of said company, and therefore approved of the location of said railway and the taking of the lands described in the petition, and prescribed the limits within which said real estate should be taken to be as set forth in said amended petition.

TOWN OF GUILFORD.

On July 12, 1910, the Shore Line Electric Railway Company presented a petition asking for the approval of its location across certain private lands owned by the heirs of John Beattie Estate, which was heard by us on July 20, 1910, and on the 28th of July, 1910, we issued a finding approving the location of said railway and the taking of the lands described in the petition, prescribing the limits within which such real estate should be taken.

The Shore Line Electric Railway Company also presented to us its petition dated August 3, 1910, asking for the approval of the location of its railway upon private lands of John Walker of Guilford, Connecticut, which was heard by us on August 23, 1910, and on August 24, 1910, we approved the location of said railway across said land and found it necessary for its proper construction and operation to take the lands of said Walker, prescribing the limits within which said real estate should be taken.

TOWN OF EAST HAVEN.

The Shore Line Electric Railway Company presented to us its petition dated the 13th day of October, 1910, asking for the approval of its location across private lands of the heirs of Thomas Bright of East Haven, and William E. Grannis, George D. Page *et. al.*, which was heard by us October 26, 1910, and on November 1, 1910, we issued an order approving the location of said railway and finding the taking of said land for the proper construction and operation of the railway of said petitioner to be necessary, and prescribing the limits within which said real estate should be taken.

APPROVAL OF BRIDGE OF THE SHORE LINE ELECTRIC RAILWAY COMPANY IN THE TOWN OF GUILFORD.

Upon the application of the Shore Line Electric Railway Company presented to this Board, we issued our approval of the plans of a bridge carrying the tracks of said railway company over the tracks of the New York, New Haven & Hartford Railroad Company in the town of Guilford, Connecticut, determining the length of said structure to be sufficient to span the entire right of way of the New York, New Haven & Hartford Railroad Company, the width to be not less than thirty-two feet, the material to be of steel, and the plan to be a truss, and the height above the roadbed of said railroad to be not less than twenty-three feet.

On June 1, 1910, we amended said petition correcting an error in the width of said bridge, making the same to be sixteen feet and two inches from center to center of truss instead of thirty-two feet as erroneously prescribed in the previous approval.

TOWN OF NEWINGTON.

On the 15th day of April, 1910, the Connecticut Railway & Lighting Company, by the Connecticut Company, lessee, presented to us a petition asking us to determine the length, width, material, and plan of a double track bridge to be erected over the roadbed of the railroad of the New York, New Haven & Hartford Railroad Company, and the necessity for such reconstruction.

This petition was heard by us on April 27, 1910, when we, in accordance with the provisions of Section 3711 of the revised statutes of 1902, determined that the length of the proposed structure should be one hundred and sixty feet, the width twenty-five feet, the material and plan to be a steel truss, double track bridge, and the height above the roadbed of said railroad to be twenty feet nine and three-eighths inches, and that the necessity for such reconstruction was for the purpose of carrying the electric cars of the petitioner over the tracks of the New York, New Haven & Hartford Railroad Company.

STYLE OF POLE TO BE USED IN THE CITY OF MERIDEN.

The Connecticut Company presented to us its petition dated July 19, 1910, asking us to approve the type of pole to be used in the construction of its road on Pratt, Butler, and Hanover Streets, in the city of Meriden, which petition was heard by us

on July 28, 1910, and on August 9, 1910, we issued the following finding:

"After personal inspection of the streets in which the petitioner asks for approval of its method of construction herein set forth, and finding the prevailing type of pole used on said streets to be square or octagonal poles, we do not approve of the method of construction set forth in the petition, but prescribe that the poles within the limits described in said petition shall be square, sawed poles."

CITY OF NEW BRITAIN.

The city of New Britain presented its petition asking that an order of this Board issued on the 21st day of February, 1910, be reopened as to the quality and material of the trolley poles to be used in the construction of its line within certain limits defined in said petition, which was heard by us on September 23, 1910, and on said 29th day of September we amended our order of February 21, 1910, directing that the present wooden poles and such additional wooden poles as are required on that part of the line which the plans show as reconstruction of the line heretofore existing, shall be used, and that appropriate iron or steel poles be used on that part shown to be new construction in accordance with plans on file in this office.

APPEAL FROM THE DECISION, ORDER, OR DIRECTION OF THE SELECTMEN OF THE TOWN OF NORWICH.

On November 5, 1909, the New York, New Haven & Hartford Railroad Company presented to this Board its petition and appeal from the decision, order, or direction of the Selectmen of the town of Norwich, in the matter of laying of electric railway tracks on Norwich Avenue from South B Street to North B Street in said town as follows:

"1. That on May 12, 1909, said the New York, New Haven & Hartford Railroad Company made application to the Selectmen of the town of Norwich for the approval of plans therewith submitted for the location of tracks, poles, and other permanent structures in the highway known as Norwich Avenue, from South B Street to North B Street, in said town of Norwich, as shown upon a plan entitled 'Consolidated Railway Co., New London Lines. Taftville Cut-off. Scale 50 ft. to the inch. By C. E. Chandler & S. B. Palmer, Norwich, Conn.'

"2. That on May 21, 1909, the Selectmen of said town of Norwich, after due notice and hearing, rendered a decision, order, or direction, accepting and adopting such plan, a copy of which decision embodying said application of May 12th, is hereto attached and marked 'Exhibit A.'

"3. That on September 28, 1909, said the New York, New Haven & Hartford Railroad Company made application to the Selectmen of the town of Norwich for the approval of plans therewith submitted for the location of tracks, poles, and other permanent structures in the highway known as Norwich Avenue, from South B Street to North B Street, in said town of Norwich, as shown upon a plan entitled 'Consolidated Railway Co., New London Lines. Taftville Cut-off. Scale 50 ft. to an inch. By C. E. Chandler & S. B. Palmer, Norwich, Conn.'

"4. That on October 19, 1909, the Selectmen of said town of Norwich, after due notice and hearing, rendered a decision, order, or direction, accepting and adopting such plan, which reaffirmed and embodied in it as a part thereof said order of said Selectmen of May 21, 1909, a written notice of which decision was received by said The New York, New Haven & Hartford Railroad Company on October 22, 1909, a copy of which, embodying said application of September 28, 1909, is hereto attached and marked 'Exhibit B.'

"5. That said decision, order, or direction of the Selectmen of said town of Norwich, purported to accept and adopt said plans, making certain modifications therein which said The New York, New Haven & Hartford Railroad Company claims are illegal, inequitable, unjust, and beyond the power and without the jurisdiction of said Selectmen to impose, and do not constitute legitimate modifications of said plans.

"Wherefore, said The New York, New Haven & Hartford Railroad Company within thirty days from the service of notice on said company of said decision, order, or direction appeals from those portions of said decision, order, or direction of said Selectmen as follows:

"The town of Norwich approved of the application made to it by the railroad company, but imposed certain conditions:

"(a) The change of tracks is hereby approved on the condition that said railroad company shall maintain and operate an hourly service during the usual hours of running through South B Street and Front Street to said point opposite the Ponemah Company's store, where the track is discontinued.

"(b) The expense of said removal and relocation of poles, wires, and equipment (of the Southern New England Telephone Company) to be paid by the petitioner The New York, New Haven & Hartford Railroad Company, and the track of the petitioner shall not be laid in said Norwich Avenue or suffered to remain therein if said petitioner shall refuse to pay the total expense of said removal and relocation."

The railroad company appealed from the decision of said town for the following reasons:

"1. Appeal is taken from that portion of said order marked (a) above, because the pretended condition requiring said company to maintain and operate an hourly service during the usual hours of running through South B Street and Front Street to said point opposite the Ponomah Company's store, where the track is discontinued, is not a modal change in or modification of said plans, or within the power and jurisdiction of said Selectmen to make, but said pretended condition is wholly illegal, unjust, unreasonable, and without the jurisdiction of said Selectmen.

"2. Appeal is taken from that portion of the order marked (b) above, because the pretended condition requiring your petitioner to pay the expense of the removal and relocation of the poles, wires, and equipment of the Southern New England Telephone Company, and that the track of your petitioner shall not be laid or suffered to remain in said Norwich Avenue if it shall refuse to pay the total expense of said removal and relocation, is not a modal change in or modification of said plans, or within the power and jurisdiction of said Selectmen to make, but said pretended condition is wholly illegal, unjust, unreasonable, and without the jurisdiction of said Selectmen."

The petition was heard at this office on December 1, 1909, when the town of Norwich filed its motion to dismiss part of said appeal, which motion was as follows:

"Motion by the Town of Norwich to Dismiss Part of said Appeal.

"The town of Norwich respectfully moves this Board that the said appeal, in so far as it relates to the portion of an order claimed to have been made by the Selectmen of said town on October 19, 1909, and set out in paragraph marked (a) of the appeal, together with all of paragraph marked 1 of the reasons of appeal, relating to the matter contained in said paragraph (a), be dismissed and not heard, because it appears from the record presenting said appeal, to wit, Exhibit B:

"1. That no decision, order, or direction was made October 19, 1909, accepting and adopting any plan which reaffirmed or embodied in it, as a part thereof, the order of said Selectmen of May 21, 1909.

"2. That an attempt is made to appeal from a decision, order, and direction rendered May 21, 1909, although more than thirty days had elapsed between said May 21, 1909, and the date of this pretended appeal, which was November 5, 1909.

"3. That in the action taken by said Selectmen on October 19, 1909, no order or direction whatsoever was made except with reference to the removal of its property by The Southern New England Telephone Company from the way or place on the highway required by said The New York, New Haven & Hartford Railroad Company for laying its track under the said order passed May 21, 1909, from which order no appeal was taken within the time allowed by law."

"By JOSEPH T. FANNING,
Its Attorney."

The above "motion was sustained because it appeared that there was an acceptance on the part of the petitioner of the plan and the modifications thereof as shown in the order of the Selectmen, rendered May 21, 1909; that no appeal was taken within thirty days, and that the petitioner, through its agent for its street railway in the town of Norwich, commenced the work of construction in accordance with said plans."

On December 20, 1909, we issued our finding as follows:

"The petitioner complains that the Selectmen acted illegally, etc., in ordering that the cost of the removal of telephone poles be paid for by the petitioner."

"The petitioner desired to lay its tracks in a highway in the town of Norwich. The poles of the Southern New England Telephone Company had to be moved and relocated solely that the petitioner might construct its street railway. The Selectmen ordered the owner of such poles to remove them and also gave them a specific relocation. Their order to remove was admittedly legal and given to the only party the Selectmen were authorized to order to do the work of such removal. In ordering that the petitioner should pay the expense of such removal they were only saying that the petitioner in locating or relocating its tracks should pay the cost incident to carrying out the orders of the Selectmen. We deem this equitable and lawful and the appeal is dismissed."

APPEAL OF THE SHORE LINE ELECTRIC RAILWAY
COMPANY FROM THE DECISION, DENIAL, ORDER,
OR DIRECTION OF THE SELECTMEN OF THE TOWN
OF GUILFORD, CONNECTICUT.

*To the Honorable Board of Railroad Commissioners of the State
of Connecticut:*

The petition and appeal of The Shore Line Electric Railway
Company respectfully represents:

"1. That on September 10, 1909, the petitioner and appellant, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating street railways upon highways and private grounds within certain towns of this state, including Guilford, presented to the Selectmen of said town a plan which it had caused to be made showing the highways in said town in and through which it proposed to lay its tracks, the location of the same as to grade, the center lines of such highways, and such changes as were proposed to be made in such highways, a copy of which notice to such Selectmen and a copy of said plans are annexed hereto and made part of this paragraph.

"2. Said Selectmen after public notice and a hearing of all persons interested therein, and within sixty days after such presentation of such plans, to wit, on November 9, 1909, notified your petitioner and appellant in writing of their decision thereon, and of such modifications in such plans as they had made. A copy of such written decision is hereto annexed and made part of this paragraph.

"3. Wherefore this petitioner and appellant being affected by such decision and aggrieved thereby, within thirty days from the service upon this petitioner of such decision, hereby appeals from certain portions of such decision, and states specifically the portions of such decision appealed from and the reasons of such appeal, as follows:

"(1) That portion of such decision which is in fact a condition of such decision and is entitled 'First,' to the effect that at all points where the tracks of said railway enter or leave the highway, and at all points where the said tracks pass across or over any highway, the company shall place, erect, and maintain, at its own expense, a proper light; and for reasons of appeal from such condition the petitioner and appellant alleges that the Selectmen of said

town of Guilford, are not only without authority and jurisdiction to annex such a condition to said decision, but that the same is unjust and inequitable, and an unfair and improper burden to be placed upon the petitioner as an operator of a street railway.

"(2) As to that condition made by said Selectmen as a part of their said decision entitled 'Sixth,' to the effect that at all points where the tracks of said railway cross any highway so as to make necessary any change therein the grade of the highway after such change is made shall be not more than a two per cent. grade, or to the satisfaction of the Selectmen; and for reasons of appeal this petitioner and appellant alleges that such grade in most cases is prohibitive, and secondly, that such grade is unnecessary to the public travel, and casts upon the petitioner and appellant too great a financial burden.

"(3) As to that condition of said decision entitled 'Seventh,' requiring at the point shown on Plan 12-21, a width of roadway to be left north of the north rail of said railway suitable for travel at least fifteen feet wide, with a shoulder three feet wide; and for reasons of appeal this petitioner and appellant alleges that such limit for such traveled roadway should be not more than twelve feet, which is all that the law requires.

"(4) As to that portion of said decision entitled 'Ninth,' to the effect that the roadway at grade shall be so filled and graded as to be not more than two per cent., or to the satisfaction of the Selectmen; and for reasons of said appeal this petitioner and appellant alleges that such grade is unnecessarily expensive, and that it is especially unnecessary at this point as the road in question is very little traveled, runs practically to a dead end at Mulberry Point, and if a new road is built of the same width as the present it should be sufficient for all public necessities.

"(5) As to that condition of such decision entitled 'Twelfth,' to the effect that where said railway is shown to enter upon the highway west of the borough as appears in Plan 14-21, the layout shall be so changed as to keep said tracks entirely outside of the highway, and for reasons of appeal the petitioner and appellant alleges that the Selectmen are entirely without jurisdiction to order the petitioner to keep its tracks out of a public highway and secure a private right of way for the purpose.

**"THE SHORE LINE ELECTRIC RAILWAY
COMPANY,**

**"By GROSS, HYDE & SHIPMAN,
"Its Attorneys."**

Nov. 29, 1909.

Upon which petition and appeal we issued the following order of notice for hearing:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, December 9, 1909.

Upon the foregoing petition and appeal it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, December 15, 1909, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the town of Guilford, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and of this order, addressed one to the Shore Line Electric Railway Company, New Haven, Conn., and one to the Selectmen of the Town of Guilford, Guilford, Conn. on or before the 9th day of December, inst.

ANDREW F. GATES,
WM. O. SEYMOUR,
E. J. DOOLITTLE,
Railroad Commissioners.

And on said December 15, 1909, we met at the time and place named in said order of notice, when said appellant and said town appeared and were heard, and said matter was continued to January 5, 1910, at Guilford, on which date two members of the board met the parties interested, and said matter was continued from time to time until April 20th, when, after careful consideration we issued the following finding:

The matters involved in this appeal are:

"1. A condition was imposed to the effect that at all points where the tracks of said railway enter or leave the highway, and at all points where said tracks pass across or over any highway, the company shall place, erect, and maintain, at its own expense, a proper light.

"We believe that the principle governing this question may be stated as follows:

"Lights shall be established and operated at such points as the construction and operation of a street railway creates a dangerous situation, which may be lessened by establishing and maintaining such lights."

"We therefore deem it equitable, and find and order that the petitioner shall place and maintain lights at the six following points in the town of Guilford.

"(a) Where the tracks of said railway cross the highway south of the Leete's Island railroad station.

"(b) Where the tracks of said railway cross the second or middle of the three highways leading from the main highway to Sachem's Head.

"(c) Where the tracks of said railway cross the highway leading to Mulberry Point.

"(d) At the westerly point where the tracks of said railway enter the highway west of the house of Elmer Anderson.

"(e) At the easterly point where the tracks of said railway leave the highway east of the house of said Elmer Anderson.

"(f) At the point west of Jones' Bridge, or Causeway, where the tracks of the railway enter and leave the highway.

"2. A condition was imposed to the effect that at all points where the tracks of said railway cross any highway so as to make necessary any change therein, the grade of the highway, after such change is made, shall not be more than a two per cent. grade, or to the satisfaction of the Selectmen.

"To impose a two per cent. grade at all points where the tracks of a street railway crosses the highway we deem inequitable, but we believe that the further provision 'or to the satisfaction of the Selectmen' saves the situation, and in the lack of a specific grievance involving an actual burden on the petitioner, we shall now modify this condition only thus far by adding after the word 'Selectmen' the words 'or to the satisfaction of this Commission.' We make this provision because by virtue of the appeal the matter is out of the hands of the Selectmen of the town of Guilford, except by mutual arrangement with the petitioning company.

"3. A condition was imposed requiring that at the point shown on Plan 12-21, a roadway be left north of the north rail of said railway suitable for travel, at least fifteen feet wide with a shoulder three feet wide.

"We deem that this condition is equitable, reasonable and lawful.

"4. A condition was imposed to the effect that the roadway at grade shall be so filled and graded as to be not more than two per cent. or to the satisfaction of the Selectmen.

"We deem it equitable to add after the word 'Selectmen' the words 'or to the satisfaction of this Commission,' for the reasons as given in condition No. 2.

"5. A condition was imposed to the effect that where said railway is shown to enter upon the highway west of the borough as

appears in Plan 14-21, the layout shall be so changed as to keep said tracks entirely outside of the highway.

"The General Assembly in granting a charter to The Shore Line Electric Railway Company gave said company the right to locate and construct and operate an electric railway, 'following said shore road or private right of way as may be deemed most expedient.'

"The Selectmen of the town of Guilford evidently believed that a more expedient route to construct the electric railway was on private lands in the close vicinity of the highway.

"We believe if the question of expediency was left to this board to determine, we would find that the construction of the street railway at this point should be on private lands. We believe, however, and find that the provision 'as may be deemed most expedient' means whichever alternative route the company, through its directors, may select for the location of their railway.

"Our Supreme Court has said, 'The location of a railway by a street railway company, whose charter does not itself fully prescribe the precise location, is the definite and final selection and demarcation of its route by its board of directors.

"We find, therefore, that the petitioner has a lawful right to a layout in the highway, and it is our duty to give them such layout, but to require such changes in the highway as will guard other public uses of the highway.

"We therefore deem it equitable, and do find, order, and direct, that the petitioner, The Shore Line Electric Railway Company, may construct its electric railway in the highway in question in the town of Guilford, and that such construction shall be according to plans on file in this office, and marked 'Special Map, Jones' Bridge, The Shore Line Electric Railway Company, Guilford, Connecticut, Feb., 1910,' subject to the following conditions, which we hereby impose on said petitioners:

"Viz.: At and in the vicinity of the point where the petitioner's railway enters the highway near Jones' Bridge, the petitioner shall widen the roadway on the south, filling in so as to do away with the curve which now exists at the west end of the causeway, making the southerly line of the roadway run along the line from the abutments that now exist south of the roadway to the first of the trees on the southerly side of the road, and the roadway filled in and properly supported by an abutment or bulkhead, and substantially fenced or railed on the south side, so that a clear roadway which could be used for travel, twenty (20) feet wide, be left south of the south line of the track.

"We therefore deem it equitable, and do find, order, and direct, that the petitioner, The Shore Line Electric Railway Company, may construct its railway in the highways in the town of Guilford, and that the location of its tracks, as to grade and center line in highway, be as approved by the Selectmen of the town of Guilford, except as they have been modified herein, all of which is shown on a map marked 'Map of Proposed location of the Shore Line Electric Railway. Guilford, Conn. Scale 200' to an inch. November, 1909.' 'The Shore Line Electric Railway. Guilford, Conn. Hor. Scale 200' to an inch. Ver. Scale 20' to an inch. A. Wm. Sperry.'

"Map of the Proposed Location of The Shore Line Electric Railway, Guilford, Connecticut. Scale 50 feet to an inch. Sept., 1909.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 1-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 2-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 3-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 7-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 8-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 12-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 13-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 14-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 15-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 16-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 17-21.

"The Shore Line Electric Railway, Guilford, Conn. Scale $\frac{5}{16}$ feet to an inch. 1909. A. Wm. Sperry, Chief Engineer. 18-21.

"And also on map marked 'Special Map,' 'Jones' Bridge.' The Shore Line Electric Railway, May 1910."

PETITION OF RAILWAY COMPANY TO SELECTMEN.

To the Honorable Selectmen of the Town of Guilford:

The Shore Line Electric Railway Company, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating a street railway, herewith, and before said company has proceeded to construct any part of such railway within the town of Guilford, has caused a plan to be made showing the highway or highways within said town, in and through which it proposes to lay its tracks, the location of the same as to grade, and the center line of said highways, and such changes as are proposed to be made in said highways.

Said Shore Line Electric Railway Company hereby presents such plan to you, the Honorable Selectmen of said town of Guilford, and requests the acceptance or adoption of such plan, or the making of such modifications therein as shall seem to you proper, including the directions as to the placing or locating of its tracks, wires, conductors, fixtures, and other permanent structures of such highway in the highways within said town of Guilford, in accordance with the statute in such case made and provided.

Dated at Hartford, this day of September, 1909.

THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

By GROSS, HYDE & SHIPMAN,
Its Attorneys.

THE DECISION OF THE SELECTMEN OF THE TOWN OF GUILFORD, CONNECTICUT, ON THE APPLICATION OF THE SHORE LINE ELECTRIC RAILWAY COMPANY FOR PERMISSION TO LOCATE ITS TRACKS AND FIXTURES WITHIN SAID TOWN OF GUILFORD, AND FOR THE APPROVAL OF ITS PLANS.

"Whereas, The Shore Line Electric Railway Company, on September 10, 1909, made an application to the Selectmen of Guilford for permission to locate its tracks in said town, and filed therewith its plan of location of its proposed railway; and

"Whereas, pursuant to law, said Board of Selectmen gave public notice that a public hearing would be held by the Board of Selectmen upon said application at the Town Hall, in said Guilford, on the 26th day of October, 1909, at 2 o'clock in the afternoon; and

"Whereas, said public hearing was duly held at said time and place when the applicant and all persons appearing and desiring to be heard were heard;

"Now, therefore, we, the Selectmen of said town of Guilford, do make our decision accepting and adopting said plan, subject to the modifications and conditions hereinafter set forth:

"First. That at all points where the tracks of said railway enters or leaves the highway, and at all points where said tracks pass across or over any highway, said company shall place, erect, and maintain, at its own expense, a proper light.

"Second. Where the tracks of said railway pass under the east highway leading to Sachem's Head, near the house of Samuel Barker, the sides of the highway shall be guarded by proper railing.

"Third. For all damage to private property arising from the construction of said railway tracks, said The Shore Line Electric Railway Company will be solely responsible, and will save and hold the town of Guilford free and harmless from all loss, cost, or damage by reason thereof.

"Fourth. That in all cases where said railway is laid within or crosses any highway any approaches to the property of adjoining owners shall be properly graded so as to be easy and safe of access.

"Fifth. That at all points where said railway tracks cross any highways, suitable warning sign boards shall be erected and maintained by said company at each side of said crossing.

"Sixth. That at all points where the tracks of said railway cross any highway so as to make necessary any change therein, the grade of the highway after such change is made shall be not more than a two per cent. grade, or to the satisfaction of the Selectmen.

"Seventh. That at the point shown on Plan 12-21, west and north of the property of Elmer Anderson, if the track is laid within the highway on the south side thereof, there shall be left north of the north rail of said railway a roadway suitable for travel, at least fifteen (15) feet wide with a shoulder three (3) feet wide, the outer or northerly edge of said shoulder to be not less than six (6) and not more than ten (10) inches lower than the center of the highway. Also a proper and sufficient gutter to be constructed and maintained on the south side of the highway.

"Eighth. That at the part of the shore at Leete's Island, shown on Plan 4-21, called on the plan Little Harbor, commonly known as Island Bay, the tracks of said railway shall cross the highway leading to the shore at a point substantially ten (10) feet northerly of a small group of trees on the land of Roger C. Leete, easterly of said highway.

"Ninth. That the crossing of the tracks of said railway over the highway leading to Mulberry Point, shown on Plan 12-21, in-

stead of being by a bridge as appears in said plan shall be a grade; the said highway to be filled and graded as is necessary by said railway company. The grade of said roadway so filled and graded to be not more than two (2%) per cent., or to the satisfaction of the Selectmen, including the strip northerly from said crossing to a point substantially opposite the barn owned by Mr. Barnard on the west side of said road.

"The roadway so constructed to have a clear driveway of fourteen (14) feet in width, a shoulder on each side three (3) feet in width, the outer edge of said shoulder to be not more than six (6) inches below the level of said roadway, and the slope from said shoulder to be on a grade of substantially fifty (50%) per cent., or a drop of one (1) foot for each two feet in width; said company to erect and maintain railings along said roadway as required by the Selectmen.

"Tenth. Where said railway crosses the main highway near the Mulberry Point road, shown on Plan 12-21, the bridge over said highway shall be so constructed as to allow not less than thirteen (13) feet clear head room.

"Said railway company in changing said highway, as necessary at said point, is to leave the highway in good condition as to grade to the satisfaction of the Selectmen.

"Eleventh. Where the tracks of said railway occupy the easterly side of the back road from Mulberry Point to Guilford, shown on Plan 12-21, and the traveled part of said highway is to be moved westerly, said traveled part of the highway when changed shall be at least fourteen (14) feet wide with suitable shoulders.

"Twelfth. That where said railway is shown to enter upon the highway west of the borough, as appears in Plan 14-21, the lay-out shall be so changed as to keep said tracks entirely outside of the highway.

"Dated this 9th day of November, 1909, within sixty days after the presentation of said plan.

CALVIN M. LEETE,
RALPH D. BARTLETT,
WILLIAM L. STONE,

Selectmen of the Town of Guilford."

APPEAL OF THE SHORE LINE ELECTRIC RAILWAY
COMPANY FROM THE DECISION OF THE WARDEN
AND BURGESSES OF THE BOROUGH OF GUILFORD,
CONNECTICUT.

*To the Honorable Board of Railroad Commissioners of the State
of Connecticut:*

The petition and appeal of The Shore Line Electric Railway Company respectfully represents:

"1. That on September 10, 1909, the petitioner and appellant, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating street railways upon highways and private grounds within certain towns of this state, including Guilford, presented to the Warden and Burgesses of the borough a plan which it had caused to be made showing the highways in said borough in and through which it proposed to lay its tracks, the location of the same as to grade, the center lines of such highways, and such changes as were proposed to be made in such highways, a copy of which notice to such Warden and Burgesses and a copy of said plans are annexed hereto and made part of this paragraph.

"2. Said Warden and Burgesses after public notice and a hearing of all persons interested therein, and within sixty days after such presentation of such plans, to wit, on November 9, 1909, notified your petitioner and appellant in writing of their decision thereon and of such modifications in such plans as they had made. A copy of such written decision is hereto annexed and made part of this paragraph.

"3. Wherefore this petitioner and appellant being affected by such decision and aggrieved thereby, within thirty days from the service upon this petitioner of such decision, hereby appeals from certain portions of such decision, and states specifically the portions of such decision appealed from and the reasons of such appeal, as follows, viz.:

"The portions of such decision appealed from are: 'The poles shall be painted every three years;' and 'That twelve lights be placed at corners designated by the borough officers;' and for reasons of appeal this petitioner and appellant alleges that the Warden and Burgesses of said borough are without authority or jurisdiction to direct as to the repair of the superstructure of said railway, and without any jurisdiction to require as a condition of the operation by such railway of the highways in said borough that it

shall furnish lights for the benefit of the inhabitants of said borough.

"THE SHORE LINE ELECTRIC RAILWAY
"COMPANY,

"By GROSS, HYDE & SHIPMAN,

"*Its Attorneys.*"

Nov. 29, 1909.

Upon which petition and appeal we issued the following order of notice for hearing:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, December 9, 1909.

Upon the foregoing petition and appeal it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, December 15, 1909, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the Borough of Guilford, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and appeal, and of this order addressed one to the Shore Line Electric Railway Company, New Haven, Conn., and one to the Warden and Burgesses of the Borough of Guilford, Guilford, Conn., on or before the 9th day of December, inst.

ANDREW F. GATES,

WM. O. SEYMOUR,

E. J. DOOLITTLE,

Railroad Commissioners.

And on said December 15, 1909, we met at the time and place named in said order of notice, when said petitioner and said borough appeared and were heard, and said matter was continued until April 20th, when, after careful consideration, we issued the following finding:

But two matters are involved in the appeal of The Shore Line Electric Railway Company from the decision of the Warden and Burgesses of the borough of Guilford, locating the lines of the petitioner's electric railway in the highways within the borough limits:

"1. The condition was imposed that the poles used in the construction of the petitioner's railway be painted every three years.

"This is a matter left by statute entirely within the jurisdiction

of this Commission, and will be passed upon in our approval of the method of construction of the petitioner's electric railway.

"2. The condition was imposed that 'twelve lights' be placed at corners designated by the borough officers.

"We believe the principle governing this matter is as follows: That lights should be established and operated at such points as the construction and operation of the street railway creates a dangerous situation, which dangers may be lessened by establishing and maintaining lights.

"We therefore find and order, that the petitioner place and maintain lights at the three following points in the borough of Guilford:

"(a) Where the tracks of said railway leave the east end of Jones' Bridge and enter Water Street at the westerly boundary of said borough.

"(b) Where the tracks of said railway leave Boston Street to enter upon private right of way, just west of the East Creek Bridge.

"(c) Where the tracks of said railway enter the highway just east of Jones' Bridge or causeway.

"We therefore deem it equitable, and do find, order, and direct, that the petitioner The Shore Line Electric Railway Company, may construct its electric railway in the highways within the borough of Guilford, in accordance with the plans submitted to and approved by the Warden and Burgesses of the borough of Guilford, except as we have herein modified them.

"A copy of the foregoing plans are filed in this office and are marked 'Map of the Proposed Location of The Shore Line Electric Railway. Guilford, Connecticut. Scale 200 feet to an inch. Nov., 1909.'

"The Shore Line Electric Railway. Guilford, Conn. Horizontal Scale 200 feet to an inch. Vertical Scale 20 feet to an inch. A. Wm. Sperry, Chief Engineer. 2-26.

"The Shore Line Electric Railway. Guilford, Conn. Horizontal Scale 200 feet to an inch. Vertical Scale 20 feet to an inch. A. Wm. Sperry, Chief Engineer. 3-26.

"The Shore Line Electric Railway. Guilford, Conn. Horizontal Scale 200 feet to an inch. Vertical Scale 20 feet to an inch. A. Wm. Sperry, Chief Engineer. 4-26.

"The Shore Line Electric Railway. Guilford, Conn. Scale 200 feet to an inch. 1907. A. Wm. Sperry, Chief Engineer. 5-26."

PETITION OF SHORE LINE ELECTRIC RAILWAY COMPANY TO WARDEN AND BURGESSES.

To the Honorable Warden and Burgesses of the Borough of Guilford:

The Shore Line Electric Railway Company, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating a street railway, herewith, and before said company has proceeded to construct any part of such railway within the borough of Guilford, has caused a plan to be made showing the highway or highways within said borough in and through which it proposes to lay its tracks, the location of the same as to grade, and the center line of said highways, and such changes as are proposed to be made in said highways.

Said Shore Line Electric Railway Company hereby presents such plan to you, the Honorable Warden and Burgesses of said borough of Guilford, and requests the acceptance or adoption of such plan, or the making of such modifications therein as shall seem to you proper, including the direction as to the placing or locating of its tracks, wires, conductors, fixtures, and other permanent structures of such railway in the highways within said borough of Guilford, in accordance with the statute in such case made and provided.

Dated at Hartford, this day of September, 1909.

THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

By GROSS, HYDE & SHIPMAN,
Its Attorneys.

THE DECISION OF THE BOARD OF WARDEN AND BURGESSES OF THE BOROUGH OF GUILFORD, CONNECTICUT, ON THE APPLICATION OF THE SHORE LINE ELECTRIC RAILWAY COMPANY FOR PERMISSION TO LOCATE ITS TRACKS AND FIXTURES WITHIN SAID BOROUGH OF GUILFORD, AND FOR THE APPROVAL OF ITS PLANS.

“Whereas, The Shore Line Electric Railway Company on September 10, 1909, made an application to the Warden and Burgesses of Guilford for permission to locate its tracks in said borough, and filed therewith its plan of location of its proposed railway; and

“Whereas, pursuant to law, said Board of Warden and Burgesses gave public notice that a public hearing would be held by the Board of Warden and Burgesses upon said application at the Town Hall,

in said Guilford, on the 26th day of October, 1909, at 2 o'clock in the afternoon; and

"Whereas, said public hearing was duly held at said time and place when the applicant and all persons appearing and desiring to be heard were heard;

"Now, therefore, we, the Warden and Burgesses of said borough of Guilford, do make our decision accepting and adopting said plan, subject to the modification and conditions hereinafter set forth:

"On the Long Hill Road the location shall be changed from the east side to the west side of the road, and center line to be nine feet easterly of the row of large maple trees;

"That the tracks be in the center of the road along Broad Street;

"That along the west side of the Green the location shall be changed so that the center line between tracks shall be about seventeen feet west of the proposed curb on the west side of the Green;

"That on the south side of the Green the center line between the main track shall be seventeen feet south of the curb along the south side;

"That in Water Street the tracks shall be located in the center of the traveled way east of Jones' Bridge instead of on the north side of the road, and we protest using the highway west of Jones' Bridge;

"That in Boston Street from the Green easterly to the cemetery the tracks shall be located in the center of the proposed traveled way instead of on the south side;

"That at the Rev. George C. Griswold's place the bank shall be cut off to a line between the two electric light poles;

"That the ledge just east of the Geo. Rolph house be cut back to the line of the electric light poles, and filled to the same lines;

"That the roadway opposite the large tree at the east end of the Rev. Geo. C. Griswold's place shall be graded back to the north fence line of the highway, this necessitating the changing of the hydrant;

"At the Harry Dudley place the high ledge is to be down to the level of the roadway and five feet back from the face of the ledge as marked, and hollow filled on the same line west of said place;

"At the southwest corner of the Green where the tracks branch east, west, and north, the location of the same is to be changed to conform to the plan as outlined to the engineer of the railway by the Warden and Burgesses, and said railway company is to submit a new plan for their approval;

"That in all places where the location of the tracks is changed from the side of the road to center, permission is hereby granted for erection of poles on the opposite side of the street for the necessary span wires and fixtures."

Dated this 9th day of November, 1909, within sixty days after the presentation of said plan.

CHARLES H. DAVIS,

Warden.

EDWARD ELIOT,

R. H. NORTON,

J. C. POTTER,

M. J. SULLIVAN,

WM. P. FOWLER,

Burgesses.

(Written on the back of the first page.)

"The poles shall be painted every three years;

"That twelve lights be placed at corners designated by the borough officers."

TOWN OF GUILFORD.

On the 9th day of September, 1909, Lottie I. Norton and Cynthia C. Norton presented their appeal from the decision of the Selectmen of the town of Guilford and the Warden and Burgesses of the borough of Guilford, from the decision of the Selectmen of said town and the Warden and Burgesses of said borough approving the location and grade of the Shore Line Electric Railway Company's line in the highway in front of the premises owned by them.

And said appeal was heard on Wednesday, December 15, 1909, and was continued from time to time until April 20, 1910, and was disposed of by approving the petition of said company as to its location and method of construction, and a finding issued to that effect on April 30, 1910, when the foregoing appeals were dismissed.

APPEAL OF THE CONNECTICUT COMPANY FROM THE ACTION OF THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF NEW HAVEN REFUSING TO APPROVE AND ACCEPT THE PLANS OF SAID CONNECTICUT COMPANY RELATIVE TO THE LOCATION OF TRACKS IN GRAND AVENUE, NEW HAVEN, CONNECTICUT.

To the Honorable Board of Railroad Commissioners of the State of Connecticut:

The Connecticut Company, a street railway corporation, specially chartered by the General Assembly of the State of Connecticut, and having its corporate office in the city of New Haven, in said State, respectfully represents:

"1. That it owns and operates a street railway system in said city of New Haven.

"2. That on May 2, 1910, by petition of that date, said The Connecticut Company made application to the Mayor and Board of Aldermen of said city of New Haven for the approval of plans therewith submitted, to relocate its tracks on Grand Avenue, a highway in said city, from a point near Artizan Street to a point near Mill River Bridge, so-called, on ten foot centers, as shown upon a blue print plan entitled 'The Connecticut Company, New Haven Lines, Proposed Location of Tracks on Grand Avenue between Artizan St. and Mill River Bridge, New Haven, Ct. Scale 1" equals 40', April 28, 1910,' a copy of which petition is hereto annexed, marked 'Exhibit A.'

"3. That at various times thereafter, and within sixty days from said date, after public notice, said Mayor and Board of Aldermen proceeded to a hearing of all persons interested in said plans, and within said period of sixty days, to wit, on June 27, 1910, notified said company of their decision thereon, refusing to accept and adopt said plans, and denying said petition.

"Wherefore, said Connecticut Company appeals from the denial and refusal of said Mayor and Court of Common Council of said city of New Haven, to accept and adopt said plans, and from the denial and refusal to grant said petition; public convenience, and the safe and proper operation of said cars of said company requiring the relocation of said tracks in said highway, as prayed for in said petition and shown on said plan.

"Wherefore, your petitioner prays that your Honorable Board will cause such notice as you shall deem reasonable to be given to

said Mayor and Board of Aldermen of said city of New Haven, of the time and place of appearance, to answer to the foregoing petition and, upon due hearing, make such orders in reference to the aforesaid matters and affected by this appeal as you may deem equitable.

"Dated at New Haven, Connecticut, this 7th day of July, 1910.

"THE CONNECTICUT COMPANY,

"By BENJAMIN I. SPOCK,

"Its Attorneys."

Upon which we made the following order of notice for hearing, to wit:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, July 8, 1910.

Upon the foregoing petition it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, July 13, 1910, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the city of New Haven, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and of this order addressed one to John G. Parker, Secretary of the Connecticut Company, New Haven, Conn., and one to the Mayor and Board of Aldermen of the city of New Haven, New Haven, Conn., on or before the 8th day of July, inst.

ANDREW F. GATES,

WM. O. SEYMOUR,

E. J. DOOLITTLE,

Railroad Commissioners.

And on said July 13, 1910, we met at the time and place named in said order of notice, when said petitioner and said city of New Haven and residents of New Haven appeared and were heard.

And now on consideration we find and order as follows:

"This matter is an appeal from the refusal of the Mayor and Common Council of the city of New Haven to approve the location of the petitioner's double track line of street railway in Grand Avenue. It appears that such refusal was made because the plans of the petitioner's street railway called for 'ten foot centers' instead of nine foot centers, which is the present method of construction. Grand Avenue in that part where the petitioner desires

to lay its tracks varies in width from thirty feet to forty-six feet. For a short distance in the narrowest part of this street where the petitioner reconstructed its tracks recently, said reconstruction was done with ten foot centers. A clearance of nine feet of wrought highway is left between the outer rail and the curb. While double track street railways constructed with nine foot centers were suitable for the operation of the equipment used years ago, the safety of the public using the large cars of today is much conserved by the construction of street railway tracks with ten foot centers. We feel that this commission in granting approval for the construction of street railway tracks should do it within the limitations imposed by statute with due regard for the safety of passengers using the equipment on such tracks.

"We therefore, order and direct, that the Connecticut Company for public convenience and the safe and proper operation of its cars, relocate and construct its tracks in said highway as prayed for in its petition, all of which is shown on a blue print map filed in this office and marked 'The Connecticut Co. New Haven Lines. Proposed Location of Tracks on Grand Avenue Between Artizan St. & Mill River Bridge. New Haven, Ct. Scale 1" = 40'. April 28, 1910. Drawn by M. J. Approved, C. C. Elwell, Engineer.'"

PETITION OF CONNECTICUT COMPANY TO MAYOR AND BOARD OF ALDERMEN.

*To the Honorable Mayor and Board of Aldermen of the City of
New Haven, Connecticut:*

The petition of The Connecticut Company respectfully represents:

"1. That it is a company organized and existing under and by virtue of a charter granted by the General Assembly of the State of Connecticut, for the purpose of constructing and operating street railways, and having its principal office at New Haven, in said state.

"2. That it has the right to relocate its tracks on Grand Avenue from a point near Artizan Street to a point near Mill River Bridge.

"3. That it has caused a plan to be made showing the highways in and through which it proposes to lay its tracks, and the location of the same as to grade and the center line of said highways, the location of poles and other permanent structures of such railway in said highways, also the permanent structures therein,

not of this company, affected by the proposed location of such railway, and such changes as are proposed to be made in such highways, which plan is entitled 'The Connecticut Company. New Haven Lines. Proposed Location of Tracks on Grand Avenue between Artizan St. and Mill River Bridge, New Haven, Ct. Scale 1" equals 40', April 28, 1910.'

"Wherefore it prays your Honorable Body, after public notice and hearing thereon, to accept and adopt said plan, and make all necessary orders for the removal and relocation of said permanent structures not of this company in said highways, to render available the location of said railway and its structures as approved by your Honorable Board.

"Dated at New Haven, Conn., this 2d day of May, 1910.

"THE CONNECTICUT COMPANY,

"BY F. P. HARLAN,

"Act. Mgr."

APPEAL OF THE SHORE LINE ELECTRIC RAILWAY
COMPANY FROM THE NEGLECT OF THE SELECT-
MEN OF THE TOWN OF BRANFORD TO APPROVE
OR DISAPPROVE OF THE PLANS PRESENTED BY
SAID COMPANY.

*To the Honorable Board of Railroad Commissioners of the State of
Connecticut:*

Your petitioner, The Shore Line Electric Railway Company, a corporation chartered by the General Assembly of the State of Connecticut, for the purpose of operating a street railway in the town of Branford and other towns, respectfully represents that it caused a plan to be made showing the highway or highways within said town in and through which it proposed to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes as were proposed to be made in said highway; that it presented said plan to the Selectmen of the town of Branford under date of July 22, 1910, and requested the acceptance or adoption of said plan or the making of such modifications therein as should seem to them proper in accordance with section one of chapter two hundred and forty-four of the laws of 1905. Said Selectmen have not notified your petitioner in writing of their decision thereon, and the period of sixty days has expired since the presentation of said plan of your petitioner to said Selectmen

of the town of Branford: Now, Therefore, in conformity to section 3832 of the General Statutes, and within ninety days of the filing of said petition and plan as aforesaid, and within thirty days after the expiration of said period of sixty days within which said Selectmen did not send written notice to your petitioner of any action by them on said plan and petition, this company appeals from said non-action of said Selectmen to your Honorable Board, and for reasons of appeal alleges that said Board of Selectmen erred in not approving the plan and granting the petition as prayed for. A copy of said petition to said Board of Selectmen and a copy of said plan as annexed to said original petition are hereto annexed and made part hereof.

Dated at Hartford, this 8th day of October, 1910.

THE SHORE LINE ELECTRIC RAILWAY
COMPANY,

By GROSS, HYDE & SHIPMAN,
Its Attorneys.

Upon which we made the following order of notice for hearing, to wit:

STATE OF CONNECTICUT.
Office of the Railroad Commissioners.

HARTFORD, October 21, 1910.

Upon the foregoing petition it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, October 26, 1910, at eleven o'clock A. M., and that notice thereof be given to the petitioner and to the town of Branford, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, true and attested copies of said petition and of this order addressed one to the Shore Line Electric Railway Company, New Haven, Conn., and one to the Selectmen of the town of Branford, Branford, Conn., on or before the 21st day of October, inst.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
Railroad Commissioners.

And on said 26th day of October, 1910, we met at the time and place named therein, when it appeared that said order had been duly served and complied with, and that reasonable notice of the

time and place of hearing had been given to the petitioner, and said petitioner appeared to prosecute its petition, but the Selectmen of the town of Branford failed to appear.

And now, after said notice and hearing, no person appearing in opposition thereto, we deem it equitable, and do therefore accept and adopt the plan of said company showing the location of its tracks as to the center line of the highways and the grade thereof as shown on said plan.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
Railroad Commissioners.

EXTENSION OF TIME FOR THE COMPLETION OF THE SHORE LINE ELECTRIC RAILWAY COMPANY.

On October 10, 1910, we received a petition from The Shore Line Electric Railway Company, dated October 8, 1910, as follows, viz.:

To the Honorable Board of Railroad Commissioners of the State of Connecticut:

Your petitioner, The Shore Line Electric Railway Company, respectfully represents:

"1. That by resolution of the General Assembly of the State of Connecticut, approved June 10, 1909, the time within which the Shore Line Electric Railway Company might construct its lines of railway authorized by the resolution incorporating said company, approved June 6, 1905, was extended until the first day of November, 1910. Said resolution, however, further provided that if the railroad commissioners should find that on November 1, 1910, at least twenty-five per centum of said line should have been constructed, then the aforesaid franchise rights should be extended and remain in force until the rising of the General Assembly at the 1911 session thereof.

"2. The lines of railway authorized by said resolution approved June 6, 1905, are all completed, except a small portion between Guilford and Stony Creek; roughly speaking, ninety per cent. of the railway lines authorized by said resolution of June 6, 1905, have been finished, and the railway is in operation from Ivoryton to Guilford Green.

"3. In accordance therefore with said Section 1 of said resolution approved June 10, 1909, The Shore Line Electric Railway Company respectfully represents that your Honorable Board shall find that as of November 1, 1910, at least twenty-five per centum of said line authorized by resolution approved June 6, 1905, shall have been constructed.

"And your petitioner will ever pray.

"Dated at Hartford, this 8th day of October, 1910.

"THE SHORE LINE ELECTRIC RAILWAY
"COMPANY,

"By GROSS, HYDE & SHIPMAN,

"*Its Attorneys.*"

Upon which we made the following order of notice for hearing, to wit:

STATE OF CONNECTICUT.

Office of the Railroad Commissioners.

HARTFORD, October 21, 1910.

Upon the foregoing petition it is ordered that the same be heard at the office of the Railroad Commissioners in Hartford, on Wednesday, October 26, 1910, at 11.00 o'clock A. M., and that notice thereof be given to the petitioner, by Henry F. Billings, by depositing in the postoffice in Hartford, postage paid, a true and attested copy of said petition and of this order addressed one to the Shore Line Electric Railway Company, New Haven, Conn., on or before the 21st day of October, inst.

WM. O. SEYMOUR,

RICHARD T. HIGGINS,

E. J. DOOLITTLE,

Railroad Commissioners.

And on said October 26, 1910, we met at the time and place named in said order, when it appeared and we find that said order had been duly served and complied with, and that such notice as we deemed reasonable had been given to said company, which appeared to prosecute its petition, and showed that its railway had been completed and was now in operation from Ivoryton to Guilford, a distance of twenty-six miles, and that the remainder of the line of said company extending from Guilford to Stony Creek, was nearly completed.

We, therefore, in accordance with the authority conferred upon us by Section 1, Chapter 248 of the Special Laws, passed June 10, 1909, hereby extend the franchise rights of said company until the rising of the General Assembly at its session in 1911.

WM. O. SEYMOUR,
RICHARD T. HIGGINS,
E. J. DOOLITTLE,
•
Railroad Commissioners.

**REQUEST FOR BETTER SERVICE BY THE HARTFORD
& SPRINGFIELD STREET RAILWAY COMPANY IN
THE TOWN OF SUFFIELD.**

On October 29, 1909, the Selectmen of the Town of Suffield presented their petition as follows:

"To the Honorable Board of Railroad Commissioners of the State of Connecticut:

"The petition of Edward A. Fuller, James E. Hastings, and George A. Peckham, Selectmen of the Town of Suffield, County of Hartford in said State, respectfully represents.

"1. Your petitioners are the Selectmen of said Town of Suffield.

"2. The Hartford & Springfield Street Railway Company, a corporation duly organized under the laws of the State of Connecticut, owns and operates a street railway within the limits of said Town and for a long time has been operating its said line of railway upon a half hour schedule, viz.: cars arrive at and leave the Suffield terminus every half hour from 6 A. M. until 12:30 P. M. daily.

"3. On the 18th day of October, 1909, said The Hartford and Springfield Street Railway Company issued a notice to the public that 'beginning with November 1, 1909, until further notice, the unit of fare on the Hartford & Springfield Street Railway Company will be six cents instead of five cents as heretofore. All fare limits and transfer privileges will remain the same.' The reason given by said Company for said increase is 'that the earnings must be considerably increased if proper and satisfactory service is to be provided for the public in future and a fair return made on the investment.' On the day of October, 1909, said Company, regardless of its claim that said increase was made in order to provide proper and satisfactory service for the public,

issued and published a notice to the public that on and after the first day of November, 1909, it proposed to and would discontinue its said half hour service and substitute in lieu thereof, hourly service upon its said line.

"4. The Connecticut Company, a corporation duly organized under the laws of this State, owns and operates a street railway in said Town connecting with the tracks of said The Hartford & Springfield Street Railway Company and is operating its said line upon a half hour schedule, and will continue to so operate its said line upon a half hour schedule until January 1, 1910.

"5. At the connecting point of said The Hartford & Springfield Street Railway Company and said The Connecticut Company, in the town of Suffield, reasonable facilities are not afforded to passengers bound for points North or South of said connecting point; and said The Hartford & Springfield Street Railway Company has neglected and refused and still neglects and refuses to operate its railway on a time schedule which will afford reasonable facilities for passengers traveling upon said lines of railway and for receiving passengers from and delivering passengers to said connecting street railway; and has neglected and refused and still neglects and refuses to so operate its said railway, and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to said connecting company.

"Your petitioners therefore respectfully request a hearing upon the foregoing petition upon such notice to said The Hartford & Springfield Street Railway Company as may be deemed reasonable, and that such orders may be made in reference to all matters affected by this petition as may be deemed reasonable and equitable in accordance with the provisions of Chapter 225 of the Public Acts of 1907.

"Dated at Suffield, this 29th day of October, 1909.

"SELECTMEN OF THE TOWN OF SUFFIELD.

"By HUGH M. ALCORN

"*Their Attorney.*"

The Hartford & Springfield Street Railway Company also presented a petition dated November 1, 1909, as follows:

"To the Honorable Board of Railroad Commissioners of the State of Connecticut:

"The petition of The Hartford & Springfield Street Railway Company, a corporation organized and existing under the laws of the State of Connecticut, respectfully represents:

"1. The petitioner operates a street railway between the town of Suffield and the town of Windsor in the State of Connecticut.

"2. In accordance with an order of your honorable Board, dated the 28th day of October, 1907, your petitioner has been operating cars on a half hour schedule over said line from the 1st day of April to the 1st day of November in each year for the last two years.

"3. During the last year your petitioners failed to earn a sufficient amount to pay operating expenses, taxes and interest upon its bonded indebtedness. No dividends have been paid upon its preferred stock for a considerable period. With the exception of one dividend of 2% no dividends have ever been paid upon its common stock.

"4. By reason of the light traffic over the said line of your petitioner during the months of April and October, the expense of operating on a half hour schedule during said months is much larger than the earnings received.

"5. The traffic over said line of your petitioner in the months of April and October is not sufficient to warrant a half hour schedule or to pay the cost of operating the same.

"Wherefore your petitioner respectfully requests your honorable Board to modify its said order, dated the 28th day of October, 1907, so as to permit your petitioner to operate an hourly service only between said Suffield and said Windsor on its said line during the months of April and October of each year, and your petitioner further respectfully requests a hearing upon the foregoing petition upon such notice to Edward A. Fuller, James E. Hastings, and George A. Peckham, Selectmen of the Town of Suffield and signers of the petition upon which said order was granted, and to such other parties, as your honorable Board may deem reasonable.

"Dated at Hartford, this 1st day of November, 1909.

**"THE HARTFORD & SPRINGFIELD STREET
RAILWAY CO.**

**"By PERKINS & PERKINS
"Its Attorneys."**

These petitions were heard at this office on November 8th, and on December 20, 1909, we issued our finding as follows.

"And we met at the time and place named in said order, when it appeared and we find that said order of notice had been duly served and complied with and that such notice as we deemed reasonable had been given to the parties named in said petitions, and said parties appeared and were heard, and for the purpose of conferring with the operating officials of The Connecticut and Springfield Companies, connecting with the Hartford & Springfield Company's lines, the matter has been continued until now.

"The matter contained in the two petitions was heard by us on November 25, 1907, and decided on December 7, 1907, giving at length the reasons of that decision which need not be repeated at this time. The results of the operation of the Hartford & Springfield Street Railway Company since that time only emphasizes the correctness of the conclusions then reached, which were that the number of passengers from the Town of Suffield using the street railway, from November first to April first, was not sufficient, in our judgment, to warrant more than an hourly service during that portion of the year. After again hearing both the parties with their evidence, we are of the same opinion still and reaffirm the decision then made for the reasons then given. The connections, however between the Hartford & Springfield Street Railway and the Connecticut Company at Windsor, and the Springfield Company at Suffield, are not satisfactory and should be improved. After conference with the operating officials of the various connecting lines such improvement has been promised and is confidently expected.

"The cars leaving Hartford for Springfield on the east and west sides of the Connecticut River should continue their course to their announced destination, whether on time or late, without change of cars, thus affording the public the continuous through service promised at the beginning of the route. The manner in which this is accomplished is immaterial to us, so long as the result is secured. If the same conductor and motorman could continue in charge of the car until it reaches its destination as if one company owned or operated the entire line, instead of changing at the termination of each line three times between Hartford and Springfield, the situation would be simplified and much of the difficulty obviated. It seems as if such an arrangement was practicable, the operatives of this particular service becoming the joint employees of each connecting road, subject to the rules and

control of each road while on its territory. However, this is a matter of detail to be effected by the managing officials.

"We expect an improved continuous service and are willing to assist in securing this result."

MILEAGE OF STREET RAILWAYS.

The mileage of the street railways reported on June 30, 1910, is as follows: Length of road owned, first main track, 763.049 miles; length of second main track owned, 158.927 miles; total length main tracks owned, 921.976 miles; length of sidings and turnouts owned, 40.235 miles; total computed as single track owned, 962.211 miles. Total tracks operated, 934.856 miles.

FINANCIAL STATEMENT OF THE OPERATION OF THE STREET RAILWAYS FOR THE YEAR ENDING JUNE 30, 1910.

CAPITAL STOCK.

For the first time since 1906 we are able to report the entire amount of capital stock of all the street railways in the state. This is owing to the fact that since the merger of the New York, New Haven & Hartford Railroad Company with The Consolidated Railway Company in 1906 no return has been made of the amount of capital stock representing the street railway properties owned by the former company. On February 28, 1910, the New York, New Haven & Hartford Company transferred a portion of the street railway properties owned by it in Connecticut to the Connecticut Company, receiving in payment therefor \$39,725,000.00 par value of the stock of the Connecticut Company.

The properties so acquired consisted of all the street railway properties owned by N. Y., N. H. & H. R. R. Co. excepting the following lines:

From Mianus River, Conn. to New York-Conn. State Line.

" Suffield, Conn. to Mass.-Conn. State Line.

" West Thompson, Conn. to Mass.-Conn. State Line.

These properties were purchased at the cost price as per N. Y., N. H. & H. R. R. Co. books together with a cash fund to be used in rehabilitating the property.

The increase in Capital Stock of \$39,725,000.00 was due to the purchase of the properties referred to above together with certain other accounts as shown below:

Cost of Road and Equipment, ...	\$34,344,225.73	
Amt. of Rehabilitation Fund, ...	4,702,390.64	
Total, ...	\$39,046,616.37	
Additions, betterments and improvements to leased lines, ...	1,156,041.32	
Repayment of amt. advanced to this Co. by N. Y., N. H. & H. R. R. Co. for construction, ...	309,587.66	
Investment of stock of West Shore Ry. Co., ...	37,708.75	
Repayment of amt. due N. Y., N. H. & H. R. R. Co. for materials, supplies and other working capital, ...	673,077.25	
Total, ...		\$41,223,031.35
Less the following liabilities assumed in connection with above:		
Net assets C. R. & L. Co. Lease, ...	\$629,013.34	
Reserve for Equipment taken over with leases, ...	869,018.01	1,498,031.35
Increase in Capital Stock, ...		\$39,725,000.00

The entire amount of capital stock representing the 921 miles of street railways owned in Connecticut is \$61,215,800.00. Of this amount \$40,000,000.00 represents the 458 miles owned by the Connecticut Co., \$17,120,100.00 the 221 miles of the Connecticut Railway & Lighting Company, and the balance, \$4,095,700, the capital of the 242 miles of the remaining companies. This gives an average of \$66,396.31 of capital stock per mile for the 921 miles of single main track owned.

BONDS ISSUED.

The amount of bonds issued and outstanding upon 463 miles of single main track owned is \$17,111,700.00, being \$18,559.81 per mile of single track owned. There are no bonds on the South Manchester Light, Power and Tramway Company, and none are reported on the Connecticut Company's 458 miles, as the existing bonds of that property became by merger a part of the bonded debt of the New York, New Haven & Hartford Company, for the payment of which it is responsible, as reported on pages 238-319.

FLOATING INDEBTEDNESS.

The amount of floating indebtedness on 156 miles of single track owned is \$795,384.93, being \$5,100.94 per mile of road covered by such indebtedness. No indebtedness is reported as

existing on the Bristol & Plainville Tramway Co., the Connecticut Railway and Lighting Company, or the Connecticut Company.

CONSTRUCTION AND EQUIPMENT.

The total cost of construction and equipment of the street railways of the state is reported as \$78,996,117.40 amounting to \$85,681.32 per mile of road owned. The cost of construction and equipment per mile of each individual road as reported is shown on page 147.

GROSS EARNINGS.

The gross earnings of the nine operating companies for the year ending June 30, 1910, have been \$8,026,184.05, an increase of \$415,765.30 over the earnings of the previous year. The gross earnings per mile of main track operated were \$8,585.47, per mile run \$0.2689, and per car hour \$02.520. The largest gross earnings per mile of main track operated were \$9,765.34 by the Conn. Co. and \$9,049.22 by the Danbury & Bethel Company.

OPERATING EXPENSES.

The operating expenses were \$4,995,738.18, an increase of \$486,101.97 over the expenses of the previous year, and were \$5,343.86 per mile of main track operated, \$0.1674 per mile run and \$1.568 per car hour. The operating expenses were 62.24 per cent. of the gross earnings.

NET EARNINGS.

The net earnings for the year were \$3,030,445.87, a decrease of \$70,336.67 for the previous year. The net earnings per mile of main track operated were \$3,241.61, per mile run \$0.1015 and per car hour \$0.952.

DIVIDENDS.

The amount paid in dividends upon the stock of seven of the companies was \$1,354,704.00. No dividends were paid on the stock of the Farmington Street Railway, the New London & East Lyme, Providence & Danielson, Norwich & Westerly and South Manchester companies.

INTEREST.

The amount paid for interest, not including the sum paid by the New York, New Haven & Hartford Company upon the obligations of its street railway properties was \$808,750.42.

TAXES.

The amount of taxes paid the state for the fiscal year ending September 30, 1910, was \$239,302.18, not including the taxes paid by the New York, New Haven & Hartford Company upon its street railway properties.

MILES RUN.

The total number of miles run in the operation of the street railways was 29,842,734, an increase of 960,396 miles over that of the previous year.

PASSENGERS CARRIED.

The number of fare passengers carried was 151,631,091, an increase of 8,244,576 over the number carried the previous year, compared with 84,519,264 carried by the steam railroads. Passengers carried per mile of main track operated 162,197, the number per mile run 5.20 and per car hour 49.49. The average fare received from revenue passengers was \$0.04945, and the average fare of all passengers including those with transfers, \$0.04182.

EMPLOYEES.

The average number of employees during the year was 4,950, an increase of 415 in the number reported last year.

ACCIDENTS.

The number of persons injured in the operation of the street railways during the past year was 2,228, an increase of 752 in the number of casualties reported last year. Of this number 39 were killed, the same number of fatalities as reported for the previous year, and 2,189 were injured.

LIST OF ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1910.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	0	642	4	1,011	4	1,653
Employees, . . .	0	52	7	73	7	125
Other persons, . .	1	186	27	275	28	411
Total, . . .	1	880	38	1,359	39	2,189

Comparative statement of the street railway accidents for the past
ten years:

	Killed.	Injured.
1901, ...	15	240
1902, ...	15	277
1903, ...	19	351
1904, ...	23	360
1905, ...	28	437
1906, ...	34	722
1907, ...	51	1,439
1908, ...	38	1,527
1909, ...	39	1,437
1910, ...	39	2,189

Wm O. Symon

Richard T. Higgins,

E. J. Porter



GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover,.....	7		2	5						
Ansonia,.....	2	1		1	1					
Avon,.....	7		1	6		2				
Barkhamsted,.....	3			3						
Beacon Falls,.....	2	1	1							
Berlin,.....	11	3	1	7				1		
Bethel,.....	4		1	3	1	1	2	1		
Bloomfield,.....	11			11						
Bolton,.....	5	2		3		1				
Bozrah,.....	2			2						
Branford,.....	10	5	5							
Bridgeport, { N. Y., N. H. & H.,	24	1	23							
{ Hous.,	10		3	7	2	2				1
Bristol,.....	16	2	4	10	1	3	1			1
Brookfield,..... { Hous.,	18			18						6
{ N. E. R. R.,	4	1	2	1						
Burlington,.....	2		1	1						
Canaan,.....	8		1	7						2
Canterbury,.....	1	1								
Canton,..... { H. & C. W.,	13	1		12			2			
{ N. H. & N. H.,	4	1		3		1				1
Chaplin,.....	1		1							
Chatham,.....	9	2	2	5			1			
Cheshire, ... { N. H. & N. H.,	10		1	9						
{ M., M. & W.,	9	3	6					1		
Chester,.....	4			4						
Clinton,.....	6	1	3	2			1	1		4
Colchester,.....	6		1	5						
Columbia, ... { N. Y. & N. E.,	1			1						
{ B. & N. Y. A. L.,	1			1						
Cornwall,.....	14	1		13			1			3
Coventry,..... { N. L. N.,	1			1						
{ N. Y. & N. E.,	3	1		2						
{ H. & C. V. R. R.,	5		2	3						
Cromwell, ... { M., M. & W.,	1			1						
{ N. Y., N. H. & H.,	2			2						
Danbury,..... { N. Y. & N. E.,	16	2	3	11	5	1	2		1	2
{ D. & N.,	4			4						
Darien,.....	7	2	3	2			1			
Derby,.....	2	1		1						
Durham,.....	1		1							
East Granby,.....	6	3	3							
East Hartford,.....	3	1	1	6				1		
East Haven,.....	1	1								
East Lyme,.....	1		1							
Totals carried over,.....	278	37	73	168	10	11	11	4	8	14

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Totals brought over.....	278	37	78	168	10	11	11	4	8	14
East Windsor.....	10			10						
Ellington, ... { N. L. N.,	1			1						
{ N. Y. & N. E.,	4		1	3						
Enfield, .. { N. Y., N. H. & H.,	4		2	2						
{ N. Y. & N. E.,	9		1	8				1		
Essex, ...	6			6						1
Fairfield, ...	11	4	7							
Farmington, ...	12	1	2	9			1			1
Franklin, ...	5			5						
Granby, ...	4	1		3				1		
Greenwich, ...	11	3	8							
Griswold, ...	5	1		4	1					1
Groton, ...	4	1	3							1
{ Nor. & Wor.,	11	3	4	4		2	1			1
{ N. Y. P. & B.,	7	2	3	2		1	1			
Gulford, ...	7	1		6				1		3
Haddam, ...	17	4	5	8				4		
Hamden, ...	9	4	1	4			1			
Hampton, ...	14	4	3	7	6					
Hartford, .. { N. Y., N. H. & H.,	2		1	1	1					
{ N. Y. & N. E.,	9	1	5	8		1				
{ H. & C. V. R. R.,	5	4		1	1					
{ H. & C. W.,	7			7						
Hebron, ...	1	1								
Huntington, ...	10	2		8			2		1	1
Kent, ...	10	1	1	8	2		1			2
Killingly, ...	7	4		3						
Lebanon, ...	1	1								
Ledyard, ...	4			4						1
Litchfield, ... { Naug. R. R.,	8	1		7					2	
{ S. L. & N. R. R.,	5	1	3	1						
Lisbon, ...	8	4	4							
Madison, ...	18	1	8	9		2		2		
Manchester, ...	10	1		9						
Mansfield, ...	15	6	5	4					1	1
Meriden, ... { M., M. & W.,	13	3	2	8	3	3	1	2		1
{ N. Y., N. H. & H.,	3		1	2						
Middlebury, ...	8	1	1	6						
Middlefield, ...	5	1		4				2		
Middletown, { N. Y., N. H. & H.,	4			4						
{ M., M. & W.,	12	8	1	3						
{ B. & N. Y. & A. L.,	21		3	18	1	2	9			
{ H. & C. V.,	3			3						
{ Naug.,	14	6	8							
{ N. Y., N. H. & H.,										
Millford, ...										
Total carried over.....	627	118	151	368	30	27	28	17	12	28

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. & A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manchester R. R.	Total.
11	7	7	26	40	1	2	...	19	8	89	11	...	...	...	2	...	168
...	...	...	...	...	...	...	...	...	1	10	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	8
...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	8	5	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
30	7	40	27	48	9	9	...	89	18	74	32	4	12	7	4	...	363

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	627	113	151	363	30	27	28	17	12	28
Monroe,.....	8	...	4	4	...	...	...	...	1	...
Morris,.....	4	...	...	4	...	...	...	...	1	...
Montville,.....	9	1	...	8	...	...	...	...	...	1
Naugatuck,..... { Naug. Div.,	2	...	2	...	...	...	...	...	...	...
{ N. E. R. R.,	3	...	2	1	...	...	...	...	...	1
New Britain, { N. Y., N. H. & H.,	9	2	...	7	6	...	...	...	...	...
{ N. E. R. R.,	12	1	...	11	6	...	1	...	...	...
New Canaan,.....	4	...	1	3	...	...	...	...	...	...
{ N. Y., N. H. & H.,	27	22	1	4	2	2	...	...	...	...
{ N. H. & D.,	7	7	...	...	...	...	...	...	...	...
New Haven, { Shore Line,	6	3	3	...	...	...	...	...	...	...
{ N. H. & N. H. R. R.,	18	8	...	10	3	10	1	7	...	...
New Hartford, { H. & C. W.,	5	...	1	4	...	1	2	...	...	...
{ N. H. & N. H.,	6	...	2	4	...	...	...	...	...	5
Newington, { N. Y., N. H. & H.,	4	1	...	3	1	1	...	...	...	...
{ N. Y. & N. E.,	1	...	...	1	...	...	1	...	...	...
{ N. L. N. R. R.,	8	...	...	8	4	1	...	...	...	2
New London, { Shore Line,	6	2	3	1	...	1	...	...	...	4
{ N. Y. P. & B.,	9	...	2	7	6	4	...	1	...	...
New Milford,.....	21	...	3	18	1	...	2	...	1	8
{ N. Y. & N. E.,	10	2	2	6	...	...	...	...	...	...
Newtown, { Hous.,	11	...	...	11	...	...	...	...	...	2
{ S. L. & N.,	5	...	...	5	...	...	...	...	...	...
Norfolk,.....	8	3	3	2	...	...	...	...	...	...
North Canaan, { H. & C. W.,	12	...	2	10	...	2	...	1	...	1
{ Hous.,	4	...	...	4	1	...	...	...	...	...
North Haven, { N. Y., N. H. & H.,	1	...	...	1	1	...	1	...	...	...
{ B. & N. Y. A. L.,	8	1	1	6	...	...	...	...	...	...
Norwalk, { D. & N.,	16	1	4	11	1	2	2	...	...	1
{ N. Y., N. H. & H.,	10	2	8	...	...	...	...	...	...	...
Norwich, { N. L. N. R. R.,	10	*3	1	6	...	†1	1	...	†6	...
{ N. & W.,	7	4	...	3	...	1	1	...	1	2
Old Lyme,.....	6	4	2	...	...	...	...	...	...	...
Old Saybrook, { Shore Line,	6	3	1	2	1	2	...	...	...	...
{ H. & C. V.,	6	...	...	6	...	...	...	...	...	...
Orange, { N. Y., N. H. & H.,	6	2	4	...	...	...	...	...	...	...
{ N. H. & D.,	13	2	8	8	...	...	...	...	...	...
Oxford,.....	7	2	...	5	...	...	...	...	...	...
Plainfield, { N. E. R. R.,	11	...	...	11	...	...	3	...	...	...
{ N. & W.,	12	...	...	12	2	...	2	...	...	2
Plainville, { N. H. & N. H.,	2	...	...	2	1	2	...	...	...	...
{ N. E. R. R.,	4	1	...	3	...	1	...	...	...	1
Plymouth,.....	8	6	1	1	...	...	...	...	...	1
Pomfret,.....	9	4	2	3	...	...	...	...	...	...
Total carried over,.....	998	200	214	579	66	53	45	26	16	60

* Norwich. New London Northern R. R. One of these crossings is for foot passengers only, located at Norwich Falls.

† Norwich. Street Railway crosses here.

‡ Norwich. One of these crossings protected by electric bells.

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSING AT GRADE ON EACH RAILROAD.

[illegible]

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	993	200	214	579	66	58	45	26	16	60
Portland,.....	9	1	5	8						
Prospect,.....	4	1	3							
Putnam,..... { N. & W. R. R.,	6	1	3	2	1					
{ N. E. R. R.,	8	3	8	2	1					
Redding,.....	8		2	6						
Ridgefield,.....	13			13				1		1
Rocky Hill,.....	3			3						
Roxbury,.....	5			5						
Salisbury,.....	14	1	4	9			2			1
Saybrook,.....	3			3						
Seymour,.....	3	1	2							
Simsbury, .. { H. & C. W. R. R.,	10		2	8		2	1			
{ N. H. & N. H.,	10	1	1	8		1	1			
Southbury,..... { N. E. R. R.,	9	1	4	4						
{ S. L. & N.,	2		2							
Southington,.....	16			16	2	2		2	1	4
South Windsor,.....	10			10						
Sprague,.....	4	1		3						
Stafford,.....	11		1	10		1	2			4
Stamford,.....	12	2	7	8			1			1
Sterling,.....	5		1	4			2		1	1
Stonington,.....	13	2	1	10	4		4			1
Stratford,.....	6	1	5							
{ N. Y., N. H. & H.,	7		1	6						
{ N. H. & N. H.,	1		1							
{ H. & C. W. R. R.,	4	4								
Thomaston,.....	4			4	1					1
Thompson, ... { N. E. R. R.,	15	5	3	7					1	
{ N. & W. R. R.,	8	1		7			2			3
Tolland,.....	1			1						
Torrington,.....	12	1	1	10	3	1	1			1
Trumbull,.....	7			7						
Vernon,.....	17		7	10		1	1	1		
Wallingford, { B. & N. Y. A. L.,	9	1	1	7						
{ N. Y., N. H. & H.,	10	1	1	8	3	3	3	1		2
Washington,.....	14			14			1		8	
{ M., M. & W.,	5	4	1							
{ Naug.,	7	2	3	2						
Waterbury, ... { N. E. R. R.,	14		13	1						1
{ N. L. N. R. R.,	2			2						
Waterford, ... { Shore L.,	4	1	2	1						
Watertown,.....	4		2	2						
Westbrook,.....	4	3	1							
West Hartford,.....	3		1	2						1
Total carried over,.....	1,329	239	298	792	81	69	66	31	22	32

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

[illegible]

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over.....	1,329	239	298	792	81	69	66	31	22	82
Westport.....	11	6	5	.....	8	1	1	.....	.....	.....
Wethersfield.....	8	.....	.....	.....	1	1	.....	.....	.....	.....
Wilton.....	14	3	.....	11	.....	.....	.....	2	1	.....
Willington.....	5	.....	.....	5	.....	.....	.....	.....	.....	.....
Winchester..... { H. & C. W.,	12	1	5	6	1	.....	.....	.....	.....	.....
..... { Naug.,	1	.....	.....	1	.....	.....	.....	.....	.....	.....
Windham..... { N. L. N. R. R.,	8	*1	1	6	.....	3	.....	.....	1	2
..... { N. Y. & N. E.,	14	2	3	9	3	2	1	.....	.....	2
Windsor.....	18	.....	2	11	.....	1	1	.....	1	.....
Windsor Locks.....	3	.....	.....	3	1	1	1	1	.....	.....
Totals.....	1,418	252	314	852	87	77	69	34	25	86

* Windham. New London Northern R. R. This is an overhead pass for foot passengers only at Willimantic.

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. E. R.	H. & O. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manchester R. R.	Total.
46	57	52	60	92	9	27	8	79	53	157	69	21	29	42	8	8	792
...	...	8	...	...	...	...	...	...	5	...	...	...	...	...	...	...	8
...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	8
46	48	60	66	92	9	28	8	79	64	166	88	21	29	42	8	8	852

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain and Suffield branches.

The N. E. R. R. includes the Connecticut Central R. R. and Rockville R. R.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report. Special revision made in 1910.



STATISTICAL TABLES



TABLE I. — CONTINUED.

Number	1	2	3	4	5		6		7		8	
					LOCATIONS OF ROAD.		LENGTH OF MAIN LINE AND BRANCHES.		THIRD TRACK.		FOURTH TRACK.	
					From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
	Providence Div., Woonsocket Br.				Woonsocket R. I.	Needham Jct., Mass.	24.77	....	....	....	....	....
	" " East Prov.				Providence R. I.	East Providence, R. I.	1.84	....	....	....	....	....
	Conn. with B. & P. & W. & P. W.				East Providence, R. I.	Wickford Ldg., R. I.	3.94	....	....	....	....	....
	Providence Div., Wickford				Wickford Jct., R. I.	Coak Street, Mass.	8.99	....	....	....	....	....
	Boston-Midland Div.,				Boston Freight Branch	Willimantic, Conn.	1.04	....	....	....	....	....
	Willimantic Br.				Providence, R. I.	Needham, Mass.	57.76	31.96	1.04	1.97	1.04	1.97
	Boston-Midland Div.,				West Roxbury, Mass.	Southbridge, Mass.	4.58	....	....	....	....	....
	Southbridge				E. Thompson, Conn.	R. & A. Jct., Suff., Mass.	17.86	5.85	....	....	....	....
	Springfield				E. Hartford, Conn.	West St., Rockville, Conn.	38.31	20.17	....	....	....	....
	Meriden				Melrose, Conn.	Dedham, Mass.	7.92	7.23	....	....	....	....
	Boston-Midland Div.,				Dedham Jct., Mass.	Dedham, Mass.	1.53	....	....	....	....	....
	" "				Islington, Mass.	Colchester, Conn.	2.00	....	....	....	....	....
	Colchester				Turnerville, Conn.	Rockville, Conn.	3.59	3.59	....	....	....	....
	Rockville				Vernon, Conn.	Rockville, Conn.	4.60	4.60	....	....	....	....
	Issued Lines, Har. Riv. & Port.				Harlem River, N. Y.	New Rochelle, N. Y.	11.17	....	10.79	....	10.79	....
	Berkshire Division,				Conn. State Line	State Line, Mass.	23.17	....	....	....	....	....
	" "				Van Deusenville Jct., Mass.	Pittsfield, Mass.	33.66	....	....	....	....	....
	Providence & Worcester				Providence, R. I.	Worcester, Mass.	40.90	....	2.15	....	2.15	....
	East Providence				Valley Falls, Mass.	East Providence, R. I.	7.00	5.97	....	....	....	....
	Old Colony, Main Line,				Boston, Ft. Channel, Mass.	Newport, R. I.	67.60	....	2.41	....	2.41	....
	" " " "				Mayflower Park, Mass.	Somerset Jct., Mass.	36.31	31.81	2.74	....	2.74	....
	" " " "				Middleboro, Mass.	Provincetown, Mass.	85.66	....	....	....	....	....
	" " " "				Raynham, Mass.	Whittenton Jct., Mass.	3.38	....	....	....	....	....
	" " " "				Brantree, Mass.	Whittenton, Mass.	32.31	....	....	....	....	....
	" " " "				So. Brantree, Mass.	Plymouth, Mass.	32.31	....	....	....	....	....
	" " " "				Framingham, Mass.	Lowell, Mass.	96.04	14.15	....	....	....	....
	" " " "				New Bedford, Mass.	Fitchburg, Mass.	26.12	4.36	....	....	....	....
	" " " "				Neponset, Mass.	Fitchburg, Mass.	91.25	56.16	91	....	91	....
	Dorchester & Milton Branch.				Stoughton, Mass.	Mattapan, Mass.	3.80	....	....	....	....	....
	Stoughton				Harrison St. Jct., Mass.	Stoughton, Mass.	1.65	....	....	....	....	....
	Shawmut				Whitman, Mass.	Shawmut & Mil'n J., Mass.	2.39	....	....	....	....	....
	Bridgewater				Whitman, Mass.	Bridgewater Jct. Iron Works, Ma.	6.19	....	....	....	....	....
	Brookton				Atlantic, Mass.	Westdale, Mass.	7.75	....	....	....	....	....
	Granite				Yarmouth, Mass.	Brantree, Mass.	5.41	....	....	....	....	....
	Hymms				Buzzard's Bay, Mass.	Hymms, Mass.	6.06	....	....	....	....	....
	Wood's Hole				Tremont, Mass.	Wood's Hole, Mass.	17.64	....	....	....	....	....
	Fairhaven				No. Abington, Mass.	Fairhaven, Mass.	15.17	....	....	....	....	....
	Hanover				Mattfield, Mass.	Hanover, Mass.	7.80	....	....	....	....	....
	Easton					Easton, Mass.	7.86	....	....	....	....	....

TABLE I. — CONTINUED.

1 NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2 Chartered	3 Opened for use.	4 LOCATION OF ROAD.		5 LENGTH OF MAIN LINE AND BRANCHES.		6 DOUBLE TRACK.		7 THIRD TRACK.		8 FOURTH TRACK.	
			From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
P. & M. R. R. Extension, Middleboro & Taunton Br.			Middleboro, Mass.	Middleboro, Mass.	48	.....	.....	.....	.....	.....	.....	.....
Attleboro			Attleboro Br. Jct., Mass.	M. & T. Jct., Mass.	8.04	.....	.....	.....	.....	.....	.....	.....
Whittemon "Y"			" " Mass.	Attleboro, Mass.	8.60	.....	.....	.....	.....	.....	.....	.....
Sterling			Pratts Jct., Mass.	Whittington, Mass.	.98	.....	.....	.....	.....	.....	.....	.....
Lancaster			Lancaster Br. Jct., Mass.	Sterling Jct., Mass.	5.03	.....	.....	.....	.....	.....	.....	.....
Marlboro			Marlboro Jct., Mass.	Lancaster Mills, Mass.	1.63	.....	.....	.....	.....	.....	.....	.....
Pleasant			So. Framingham, Mass.	Marlboro, Mass.	1.47	.....	.....	.....	.....	.....	.....	.....
Wrentham			Walpole Jct., Mass.	Woman's Ref., Mass.	.65	.....	.....	.....	.....	.....	.....	.....
Walpole & Dedham			Walpole Jct., Mass.	No. Attleboro, Mass.	11.88	.....	.....	.....	.....	.....	.....	.....
Fall River			New Bedford, Mass.	Adamsville Jct., Mass.	5.76	.....	.....	.....	.....	.....	.....	.....
F. R. W. & P.			Walpole Jct., Mass.	Norwood Jct., Mass.	8.86	.....	.....	.....	.....	.....	.....	.....
Freight Con. Southampton St. to Nantasket Beach Branch,			New Bedford, Mass.	Fall River, Mass.	12.35	.....	.....	.....	.....	.....	.....	.....
Boston & Providence,			Fall River, Mass.	Warren, R. I.	7.95	.....	.....	.....	.....	.....	.....	.....
Indian Point			Boston Div., Mass.	So. Bay, Boston, Mass.	.43	.....	.....	.....	.....	.....	.....	.....
West Roxbury			Boston, Mass.	Pemberton, Mass.	6.95	.....	.....	.....	.....	.....	.....	.....
Dedham			East Jct., Mass.	Providence, R. I.	41.89	.....	.....	.....	.....	.....	.....	.....
Providence & Mid. Div. Con.,			Forest Hills, Mass.	Indian Point, "	8.05	.....	.....	.....	.....	.....	.....	.....
Saugus			Roadville, Mass.	Dedham, Mass.	5.37	.....	.....	.....	.....	.....	.....	.....
Prov. & Bristol Branches.			Canton Jct., Mass.	" "	2.47	.....	.....	.....	.....	.....	.....	.....
Chatham			Indian Point, R. I.	Stoughton, Mass.	1.40	.....	.....	.....	.....	.....	.....	.....
Plymouth & Middleboro,			Harwich, Mass.	Bristol, R. I.	14.03	.....	.....	.....	.....	.....	.....	.....
Norwich & Worcester,			Plymouth, Mass.	Chatham, Mass.	.43	.....	.....	.....	.....	.....	.....	.....
Rhode Island & Mass.,			Groton, Conn.	Middleboro, Mass.	7.07	.....	.....	.....	.....	.....	.....	.....
Milford & Woonsocket,			Franklin, Mass.	Worcester, Mass.	15.03	.....	.....	.....	.....	.....	.....	.....
Milford, Franklin & Providence,			Bellingham, Mass.	R. I. State Line	53.16	.....	.....	.....	.....	.....	.....	.....
South Manchester R. R.,			Manchester, Conn.	Ashland, Mass.	15.13	.....	.....	.....	.....	.....	.....	.....
Total,				Franklin, Mass.	4.65	.....	.....	.....	.....	.....	.....	.....
				So. Manchester, Conn.	2.35	.....	.....	.....	.....	.....	.....	.....
					2,394.71	1,002.39	771.77	932.01	95.09	47.91	98.53	47.85

TABLE I.—CONCLUDED.

Number.	1 NAMES OF ROADS AND BRANCHES. [Branches in Italics.]	2 Chartered.	3 Opened for use.	4 LOCATION OF ROAD.		5 FIFTH TRACK.		6 SIXTH TRACK.		7 SIDINGS.		8 LENGTH OF ROAD, SINGLE TRACK, MILES.	
				From	To	Total	In Conn.	Total	In Conn.	Total	In Conn.	Total	In Conn.
	P. & M. R. R. Extension, Middleboro & Taunton Br.			Middleboro, Mass.	Middleboro, Mass.	...	...	...	...	...	...	42	...
	Attleboro			Attleboro, Mass.	M. & T. Jct., Mass.	...	...	1.47	...	9.51	...	9.51	...
	Whitenton "Y"			"	Whitenton, Mass.	...	...	3.45	...	13.06	...	13.06	...
	Sterling			"	"	...	...	...	...	...	...	...	...
	Lancaster			Lancaster Br. Jct., Mass.	Sterling Jct., Mass.	...	...	1.54	...	6.57	...	6.57	...
	Marlboro			Marlboro Jct., Mass.	Lancaster Mills, Mass.	...	...	...	...	2.01	...	2.01	...
	Prison			So. Framingham, Mass.	Marlboro, Mass.	...	...	1.43	...	2.89	...	2.89	...
	Wrentham			"	Women's Ref., Mass.	...	...	...	...	1.19	...	1.19	...
	"			No. Attleboro, Mass.	No. Attleboro, Mass.	...	...	...	...	...	...	...	...
	Walpole & Dedham			Walpole Jct., Mass.	Adamsdale Jct., Mass.	...	...	3.95	...	15.83	...	15.83	...
	Walpole			Walpole Jct., Mass.	Norwood Jct., Mass.	...	...	2.61	...	6.47	...	6.47	...
	Fall River			New Bedford, Mass.	Fall River, Mass.	...	...	5.25	...	11.01	...	11.01	...
	F. R. W. & P.			Fall River, Mass.	Warren, R. I.	...	...	4.25	...	16.50	...	16.50	...
	Freight Con. Southampton St. to Nantasket Beach Branch,			Boston Div., Mass.	So. Bay, Boston, Mass.	...	...	1.37	...	9.32	...	9.32	...
	Boston & Providence,			Boston, Mass.	Pemberton, Mass.	...	...	...	...	...	...	...	...
	Indian Point Branch,			East Jct., Mass.	Providence, R. I.	...	...	8.34	...	17.17	...	17.17	...
	Dedham			Forest Hills, Mass.	Indian Point, R. I.	...	...	89.22	...	180.02	...	180.02	...
	Providence & Mid. Div. Con.,			Readville, Mass.	Dedham, Mass.	...	...	7.78	...	15.83	...	15.83	...
	Stoughton			"	"	...	...	4.48	...	16.32	...	16.32	...
	Prov., Warren & Bristol, Branches,			Canton Jct., Mass.	Stoughton, Mass.	...	...	18.00	...	23.94	...	23.94	...
	Chatham,			Indian Point, R. I.	Bristol, R. I.	...	...	...	...	2.80	...	2.80	...
	6 Plymouth & Middleboro,			Harwich, Mass.	Chatham, Mass.	...	...	3.37	...	11.47	...	11.47	...
	Rhode Island & Mass.,			Groton, Conn.	Worcester, Mass.	...	...	9.67	...	81.86	...	81.86	...
	Milford & Woonsocket,			Franklin, Mass.	R. I. State Line.	...	...	1.00	...	8.07	...	8.07	...
	Milford, Franklin & Providence,			Bellingham, Mass.	Ashland, Mass.	...	...	1.12	...	16.15	...	16.15	...
	7 South Manchester R. R.,			Manchester, Conn.	Franklin, Mass.	...	...	88.79	...	109.76	...	109.76	...
	Total,				So. Manchester, Conn.	...	...	8.35	...	7.38	...	7.38	...
						...	...	...	...	18.43	...	18.43	...
						...	...	...	...	5.07	...	5.07	...
						...	...	3.45	...	3.45	...	3.45	...
						8.90	...	1,538.06	...	4,911.06	...	4,911.06	...

* This mileage is owned by the N. Y., N. H. & H. R. R. Co. but leased to the Central New England Ry. Co. The mileage as reported by the C. N. E. Ry. Co. is not included in total footings, but that reported by the N. Y., N. H. & H. R. R. Co. is included.

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	13 Total amount authorized.	14 Issued for cash.	15 Issued for construction of new properties.	16 Issued for stock of merged lines.	17 Issued for pur- chase of railway or other prop' ty.	18 Issued for acquisition of securities.
1	Central New England Ry. Co.,.....	\$6,550,000.00	.....	.....	\$1,950,000.00	.....	.....
2	Hartford & Conn. Western R. R. Co.,...	3,000,000 00	\$250,000.00	.....	.....	\$800,000.00	\$1,917,000.00
3	New Haven & Northampton Company.	5,000,000.00	1,882,000.00	\$578,000.00	.....	.....	.....
4	New London Northern R. R. Co.,.....	2,000,000.00	840,700.00	.....	.....	.....	56,700.00
5	N. Y., N. H. & Hartford R. R. Co.,.....	\$288,936,400.00	b.....	.....	.....	.....	.....
6	Norwich & Worcester R. R. Co.,.....	3,831,600.00	6,600.00	2,871,100.00	.....	128,900.00	.....
7	South ^a Manchester R. R. Co.,.....	40,000.00	40,000.00	.....	.....	.....	.....
	Total,.....	\$261,358,000 00	c\$23,519,900.00	\$3,449,100.00	\$1,950,000.00	\$928,900.00	\$1,978,700.00

^a By vote of company. Not fixed by charter.^b The whole amount of capital stock results from merger on May 31, 1907, of the N. Y., N. H. & H. R. R. Co., with The Consolidated Railway Co.^c See reference "b" opposite N. Y., N. H. & H. R. R. Co., under heading, "Issued for cash."

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	19	20	21	22	23	24	25	26
		Issued for reorganization.	Total par value outstanding.	Total par value per last report.	Issued per mile of road.	Amount held in Connecticut.	Amount same per last report.	Stockholders in Connecticut.	Number of same per last report.
1	Central New England,.....	\$6,600,000 00	\$3,550,000.00	\$3,550,000.00	\$57,221.00	\$7,865,800.00	\$4,972,100.00	18	19
2	Hartford & Conn. Western,.....	.....	2,967,000.00	2,965,800.00	28,985.00	820,000.00	818,700.00	480	458
3	New Haven & Northampton,.....	.....	2,460,000.00	2,460,000.00	19,870.00	2,460,000.00	2,460,000.00	1	1
4	New London Northern,.....	1,102,600.00	1,500,000.00	1,500,000.00	12,897.00	492,800.00	492,800.00	116	115
5	N. Y., New Haven, & Hartford,.....	.....	b144,017,425.00	121,878,100.00	a	34,881,800.00	19,050,800.00	3,553	3,495
6	Norwich & Worcester,.....	.....	3,006,600.00	3,006,600.00	40,533.00	122,700.00	116,400.00	31	38
7	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$7,702,600.00	\$162,541,025.00	\$140,400,500.00	a\$	\$45,688,600.00	\$37,949,800.00	4,158	4,125

a "An assignment as between steam railroad and street railway properties cannot be made accurately," and the item showing total issue per mile of road is therefore omitted.

b Of this amount \$22,120,500.00 is reported as "receipts outstanding for installments paid."

TABLE IV.—FUNDED DEBT AND WORKING LIABILITIES.

Number.	RAILROADS.	FUNDED DEBT.		38	39	40	41
		Total outstanding.	Total per last report.				
1	Central New England,.....	\$10,664,500.00	\$10,514,500.00	\$8,117,473.58	\$18,781,973.58	\$71,873.00	\$23,381,973.58
2	Hartford & Conn. Western,.....	700,000.00	700,000.00	238,176.70	9-8,176.70	5,647.00	3,895,176.70
3	New Haven & Northampton,.....	3,160,000.00	3,109,000.00	876.42	3,100,876.42	24,409.00	5,560,876.42
4	New London Northern,.....	1,500,000.00	1,500,000.00	4,377.14	1,504,277.14	12,397.00	3,004,277.14
5	N. Y., New Haven & Hartford, .	2,232,052,500.00	2,234,859,875.00	15,928,772.28	247,981,272.28 ^b	.....	391,998,697.28
6	Norwich & Worcester,.....	1,200,000.00	1,200,000.00	68,865.00	1,263,865.00	12,974.00	4,270,465.00
7	South Manchester,.....	.....	.....	30,011.51	30,011.51	.....	70,011.51
	Total,.....	\$949,217,000.00	\$951,868,875.00	\$19,878,451.68	\$968,580,451.68 ^b	.....	\$431,131,476.68

^a Mortgage bonds,.....\$3,651,000.00
 Plain bonds, debentures and notes,.....173,851,000.00
 Miscellaneous funded obligations,.....11,600.00
 \$388,052,600.00

^b "An assignment as between steam railroad and street railway properties cannot be made accurately."

TABLE V.—COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

Number.	RAILROADS.	PROPERTY INVESTMENT.					SECURITIES.		
		32	33	34	35	36	37	38	39
		Cost of road.	Cost of equipment.	General expenditures.	Floating equipment, street railways and other properties.	Reserve for accrued depreciation. Cr.	Stocks owned.	Funded debt pledged or unpledged.	Miscellaneous.
1	Central New England Ry. Co., ...	\$317,608,681.90	\$771,149.88				\$1,150,068.00	\$150,000.00	
2	Hartford & Conn. Western R. R. Co.	8,497,409.45							
3	New Haven & Northampton Co., ...	\$7,303,351.22	750,000.00	\$3,281.31					
4	New London Northern R. R. Co., ...	2,927,136.45	248,420.44				150,000.00		
5	New York, New Haven & Hartford R. R. Co., ^d	118,901,877.54	\$5,962,079.45	853,498.57	\$6,946,382.90	\$1,872,720.54	105,651,684.78	15,100,000.00	\$25,384,996.85
6	Norwich & Worcester R. R. Co., ...	8,887,710.01	680,680.82						
7	South Manchester R. R. Co., ...	92,895.67	\$3,294.88						
	Total, ...	\$149,120,062.24	\$58,394,564.89	\$360,774.88	\$6,946,382.90	\$1,872,720.54	\$106,951,687.78	\$15,250,000.00	\$25,384,996.85

1. \$1,068,918.60 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

2. \$36,857.54 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

3. \$34,183.98 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

4. \$34,026,956.71 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

5. \$3,161,181.64 of this amount is reported as expended from July 1, 1907 to June 30, 1910.

6. The total "cost of road," "cost of equipment," "general expenditures," and "floating equipment, street railways and other properties" as reported by the New York, New Haven & Hartford Railroad Company is \$174,660,092.64, of which amount \$6,946,382.90 is reported under heading "floating equipment, street railways and other properties."

TABLE V.—COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.—CONCLUDED.

Number	RAILROADS.	40 Other Investments.	WORKING ASSETS.		43 Accrued income not due.	44 Deferred debit items.	45 Profit and loss or balance.	46 Total.	47 Cost per mile of line.
			41 Cash.	42 Other assets.					
1	Central New England Ry. Co., ...	\$900,090.57	\$870,123.88	\$778,876.95	\$10,983.39	\$68,494.78	\$1,119,462.56	\$33,043,776.99	\$133,038.52
2	Hartford & Conn. Western R. R. Co., . . . .	.....	889.04	15,772.50	.....	209,125.00	175,040.71	8,896,176.70	28,314.08
3	New Haven & Northampton Co., . . . .	.....	.....	16,750.00	.....	.....	.....	7,975,893.58	63,666.40
4	New London Northern R. R. Co., ...	142,498.08	94,449.55	.....	.....	.....	.....	8,592,498.46	26,944.37
5	New York, New Haven & Hartford R. R. Co., ...	64,698,588.65	18,099,040.97	40,098,315.08	970,843.49	6,099,084.74	.....	490,764,878.93	161,794.78
6	Norwich & Worcester R. R. Co., ...	99,213.68	86,780.38	691,000.00	.....	180.00	.....	5,398,604.99	63,719.22
7	South Manchester R. R. Co., . . . .	.....	.....	4,686.08	.....	.....	.....	190,877.16	.....
	Total, ...	\$63,708,296.82	\$19,984,217.82	\$41,598,801.11	\$981,776.88	\$6,401,764.52	\$1,287,503.26	\$494,773,857.35	\$91,164.80

TABLE VI—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES.

Number.	RAILROADS.	48 Stock.	49 Mortgage, bonded, and secured debt.	50 Working liabilities.	51 Accrued liabilities not due.	52 Deferred credit items.	53 Appropri- ated surplus.	54 Profit and loss or balance.	55 Grand total.
1	Central New England Ry. Co., ...	\$3,550,000.00	\$10,873,835.00	\$3,117,472.58	\$451,451.94	\$51,106.77	.....	.....	\$33,043,776.30
2	Hartford & Conn. Western R. R. Co., ...	23,267,000.00	700,000.00	228,173.70	.....	.....	.....	.....	3,898,176.70
3	New Haven & Northampton Co., ...	2,460,000.00	2,164,045.91	876.43	16,750.00	.....	.....	\$2,332,710.20	7,975,338.53
4	New London Northern R. R. Co., ...	1,500,000.00	1,500,000.00	4,277.14	68,000.00	.....	.....	490,102.52	3,558,403.46
5	New York, New Haven & Hartford R. R. Co., ...	164,648,145.26	222,537,303.98	15,938,773.23	2,335,335.59	8,354,330.82	\$13,231,745.30	14,194,353.47	450,764,376.93
6	Norwich & Worcester R. R. Co., ...	3,006,600.00	1,300,000.00	63,365.00	16,000.00	.....	.....	1,112,089.59	5,398,504.90
7	South Manchester R. R. Co., ...	40,000.00	.....	30,011.51	.....	.....	.....	59,835.64	129,877.15
	Total, ...	\$183,174,745.26	\$349,064,974.39	\$19,373,451.56	\$3,483,483.17	\$8,407,537.59	\$13,231,745.30	\$18,193,084.92	\$494,773,537.35

a Actual amount leased and outstanding.

b "Stock liability for conversion of outstanding securities of constituent companies."

TABLE VII.—INCOME ACCOUNT.

Number	RAILROADS.	GROSS OPERATING REVENUES.				NET OPERATING REVENUES.			
		56	57	58	59	60	61	62	63
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Central New England,.....	\$3,022,720.19	\$2,580,213.49	\$10,699.89	2.15057	\$1,369,487.58	\$981,080.07	\$4,564.58	0.91743
2	Hartford & Connecticut West, <i>a</i>.	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>.	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,088,759.11	1,090,174.18	8,775.88	1.45816	192,461.79	248,895.86	1,538.40	0.25895
5	N. Y., N. H. & Hartford,.....	60,698,667.55	54,847,680.97	29,709.70	2.86564	22,004,451.79	18,267,324.48	10,771.28	0.96643
6	Norwich & Worcester, <i>b</i>.	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	19,848.27	17,533.81	8,599.28	1.27669	54.94	.....	24.42	0.00868
	Total,.....	\$34,819,495.12	\$57,985,541.90	\$26,471.68	2.59976	\$23,486,456.05	\$19,441,750.86	9,591.64	0.94398

a Included in report of C. N. & H. Co.
b Included in report of N. Y., N. H. & H. R. Co.

TABLE VIII.

Number.	RAILROADS.	DIVIDENDS.					67 Capital stock on which no dividends were paid.	68 Paid for taxes.	69 Paid for interest.
		64 Total amount paid.	65 Total per last report.	66 Capital stock on which dividends were paid.	67 Capital stock on which no dividends were paid.				
1	Central New England Ry. Co.,				\$8,550,000.00	\$104,875.02	\$895,490.00		
2	Hartford & Conn. Western R. R. Co.,	\$59,346.00	\$59,316.00	\$2,967,000.00			31,600.00		
3	New Haven & Northampton Co.,	98,400.00	98,400.00	2,460,000.00			181,000.00		
4	New London Northern R. R. Co.,	135,000.00	135,000.00			281,873.24	68,100.00		
5	New York, New Haven & Htfd. R. R. Co., ^a	9,759,061.00	7,888,843.00 ^a			28,983,977.01	\$10,285,420.89		
6	Norwich & Worcester R. R. Co.,	240,000.00	240,000.00	8,000,000.00	6,600.00		48,000.00		
7	South Manchester R. R. Co.,				40,000.00	431.52			
	Total,	\$10,291,927.00	\$8,416,558.00	\$8,427,000.00	\$8,596,600.00	\$4,130,556.79	\$11,439,510.69		

^a 2% on \$100,000,000.00.....\$2,000,000.00

" " 181,873.100.00.....2,437,562.00

" " 131,873.100.00.....2,437,562.00

" " 131,873.100.00.....2,437,562.00

50c. per share on 446,963 shares. 223,481.50

50c. per share on 446,437 shares. 223,218.50

\$2,785,081.00

^b Paid in State of Connecticut, \$13,305.45

^c " " " " \$1,841,697.85

^d On mortgage bonds,.....\$2,543,365.00

" plain bonds, debentures and notes,....7,711,593.69

" miscellaneous funded obligations,....460.00

\$10,965,480.99

^e See Memo. "A."

TABLE IX.—OPERATING EXPENSES.

	RAILROADS.	70 Maintenance of way and structures.	71 Maintenance of equipment.	72 Traffic expenses.	73 Conducting transportation.	74 General expenses.	75 Total.	76 Average mileage operated during year.	77 Per mile of road operated.	78 Per mile run.
1	Central New England,	\$510,912.08	\$268,929.41	\$30,978.77	\$898,718.02	\$38,699.88	\$1,788,232.66	263.50	\$3,135.34	1.23314
2	Hartford & Connecticut Western, <i>a</i>									
3	New Haven & Northampton, <i>b</i>									
4	New London Northern,	188,876.12	58,865.45	27,011.40	598,238.60	23,805.75	891,237.82	131.00	7,216.98	1.19921
5	New York, New Haven & Hartford,.....	7,182,875.64	6,461,772.22	850,943.05	22,942,674.94	1,801,449.91	38,689,215.76	2,042.89	18,988.47	1.69921
6	Norwich & Worcester, <i>b</i>									
7	South Manchester,....	4,587.55	750.70		11,792.82	2,162.96	19,298.88	2.25	8,574.81	1.27806
	Total, ...	\$7,881,751.89	\$6,790,817.78	\$898,928.22	\$24,446,424.88	\$1,965,617.80	\$41,888,089.07	2,443.64	16,879.99	1.65078

a Included in report of O. N. E. Ry. Co.
b " " " N. Y. N. H. & H. R. Co.

TABLE X.—MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	79	80	81	82	83	84	85	86	87
		Superintendence.	Ballast.	Ties.	Halls.	Other track material.	Roadway and track.	Removal of sand and loc.	Tunnels.	Bridges, trestles and culverts.
1	Central New England Ry. Co.,.....	\$23,509.30	\$20,543.16	\$20,514.90	\$20,519.31	\$22,122.88	\$212,205.30	\$13,636.88	.....	\$23,227.04
2	Hartford & Connecticut Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., ..	4,562.80	Credit 28.32	39,125.43	8,503.47	6,249.37	53,975.19	2,654.60	.....	25,062.70
5	New York, New Haven & Hartford R. R. Co.,....	\$11,922.64	49,027.14	1,004,444.71	315,278.88	304,194.24	2,151,403.28	176,177.04	\$11,943.07	\$22,084.28
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	.....	8,614.16	.....	.....
	Total.....	\$240,001.64	\$20,632.30	\$1,104,326.04	\$350,300.66	\$222,672.49	\$2,431,203.09	\$191,718.46	\$11,943.07	\$415,494.12

^a Included in report of C. N. E. Ry. Co.
^b " " " N. Y. N. H. & H. R. R. Co.

TABLE X.—MAINTENANCE OF WAY AND STRUCTURES—CONCLUDED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104
		Injuries to persons.	Stationery and printing.	Other expenses.	Maintaining joint tracks, yards, and other facilities, Dr.	Maintaining joint tracks, yards, and other facilities, Cr.	Total.	Per mile operated.	Per mile run.
1	Central New England Ry. Co.,.....	\$337.68	\$1,196.89	.....	\$5,180.78	\$6,314.89	\$510,912.08	\$1,808.54	.853
2	Hartford & Connecticut Western R. R. Co., a.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	480.90	140.70	.....	1,396.34	1,736.91	183,876.12	1,519.64	.268
5	New York, New Haven & Hartford R. R. Co.,.....	42,633.85	4,114.74	\$95,938.82	593,006.01	2,320.49	7,132,375.44	3,491.31	.303
6	Norwich & Worcester R. R. Co.,.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	82.16	.....	.....	4,587.55	2,084.47	.303
	Total,.....	\$43,291.94	\$5,451.73	\$96,020.98	\$600,013.13	\$10,171.79	\$7,551,751.39	\$3,198.41	.303

a Included in report of Central New England Ry. Co.

b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	105	106	107	108	109	110	111
		Superin- tendence.	Steam locomotives —repairs.	Steam locomotives —renewals.	Steam locomotives —depreci- ation.	Electric locomotives —repairs.	Electric locomotives —renewals.	Electric locomotives —depreci- ation.
1	Central New England Ry. Co.	\$16,208.10	\$147,483.29	Ct. \$182.81	\$18,998.50			
2	Hartford & Conn. Western R. R. Co., <i>a</i> ..							
3	New Haven & Northampton Co., <i>b</i> ..							
4	New London Northern R. R. Co., ..	2,821.54	28,196.07		7,061.24			
5	N. Y., N. H. & H. R. Co.	180,758.18	2,209,833.14	896.83	59,956.58	\$140,983.20		
6	Norwich & Worcester R. R. Co., <i>b</i> ..							
7	South Manchester R. R. Co.		467.89					
	Total, ...	\$199,787.82	\$2,385,979.89	\$896.83	\$86,016.82	\$140,983.20		

a Included in report of Central New England Ry. Co.*b* Included in report of N. Y., N. H. & H. R. Co.

TABLE XI.—MAINTENANCE OF EQUIPMENT—CONTINUED.

	RAILROADS.	112	113	114	115	116	117	118	119
		Cars— repairs.	Passenger- train cars— repairs.	Passenger- train cars — re- newals.	Passenger- train cars — depre- ciation.	Freight train cars— repairs.	Freight train cars— renewals.	Freight train cars— deprecia- tion.	Electric equipment of cars— repairs.
1	Central New England Ry. Co.,.....		\$14,662.75	649.07	\$3,896.75	\$56,357.89	\$370.49	\$3,614.91	
2	Hartford & Conn. Western R. R. Co., <i>a</i>								
3	New Haven & Northampton Co., <i>b</i>								
4	New London Northern R. R. Co.,.....		8,577.13		1,699.88	4,592.09		9,246.16	
5	N. Y., N. H. & H. R. R. Co.,.....		893,110.70	48,827.65	139,568.70	1,315,842.99	66,733.88	400,987.08	\$41,635.24
6	Norwich & Worcester R. R. Co., <i>b</i>								
7	So. Manchester R. R. Co.,.....		259.18						
	Total,.....		\$911,609.76	48,976.72	145,155.83	1,876,792.97	\$67,108.37	413,848.10	\$41,635.24

a Included in report of Central New England Ry. Co.
b Included in report of N. Y., N. H. & H. R. Co.

TABLE XI. — MAINTENANCE OF EQUIPMENT — CONTINUED.

Number	RAILROADS.	130 F. Electric equipment of cars — renewals.	131 Electric equipment of cars — depreciation.	132 Floating equipment — repairs.	133 Floating equipment — renewals.	134 Floating equipment — depreciation.	135 Work equipment — repairs.	136 Work equipment — renewals.	137 Work equipment — depreciation.	138 Shop machinery and tools.	139 Power plant equip- ment.
1	Central New England Ry. Co., .....	.....	.....	.....	.....	.....	\$1,018.89	\$108.49	\$1,286.45	\$3,731.01	.....
2	Hartford & Conn. Western R. R. Co., a. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., b. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., .....	.....	.....	.....	.....	.....	186.13	.....	534.06	488.15	.....
5	New York, New Haven & H. R. R. Co., .....	.....	.....	\$265,680.56	.....	\$25,054.59	45,449.32	10,104.96	6,363.92	265,338.88	\$25,768.00
6	Norwich & Worcester R. R. Co., b. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	So. Manchester R. R. Co., .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total, .....	.....	.....	\$265,680.56	.....	\$25,054.59	\$46,654.26	\$10,308.47	\$9,369.43	\$309,471.98	\$25,768.00

a Included in report of Central New England Ry. Co.

b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XI. — MAINTENANCE OF EQUIPMENT — CONCLUDED.

Number.	RAILROADS.	130	131	132	133	134	135	136	137
		Injuries to persons.	Stationery and printing.	Other expenses.	Maintaining joint equipment at terminals. Dr.	Maintaining joint equipment at terminals. Cr.	Total.	Per mile operated.	Per mile run.
1	Central New England Ry. Co.,.....	\$2,291.07	\$1,087.17	.....	\$3,029.65	\$5,792.26	\$368,929.41	961.96	.184
2	Hartford & Conn. Western R. R. Co., a.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	47.08	401.98	.....	.....	.....	58,865.45	486.49	.076
5	New York, New Haven & Hartford R. R. Co.,.....	16,595.10	1,155.35	\$293,247.29	1,573.79	3,062.05	6,461,772.29	3,168.05	.374
6	Norwich & Worcester R. R. Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	24.13	.....	.....	750.70	333.64	.049
	Total,.....	\$19,333.25	\$2,614.45	\$293,271.49	\$4,903.44	Cr. \$2,444.81	\$6,790,317.76	2,773.09	.263

a Included in report of C. N. E. Ry. Co.
 b " " N. Y., N. H. & H. R. R. Co.

TABLE XII.—TRAFFIC EXPENSES.

Number.	RAILROADS.	138 Superin- tendence.	139 Outside agencies.	140 Advertising.	141 Traffic associa- tions.	142 Fast freight lines.	143 Industrial and immi- gration bureaus.	144 Station- ery and printing.	145 Other expenses.	146 Total.
1	Central New England Ry. Co.,.....	\$9,831.16	.....	\$2,672.68	\$338.96	.....	.....	\$6,181.05	.....	\$20,973.77
2	Hartford & Connecticut Western R. R. Co., a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	5,269.71	\$9,458.18	2,505.83	298.89	\$6,119.75	.....	3,399.71	.....	27,011.40
5	New York, New Haven & Hartford R. R. Co.,.....	146,876.60	60,598.90	89,302.59	10,195.94	.....	.....	43,559.88	\$579.10	360,948.08
6	Norwich & Worcester R. R. Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	\$161,967.56	\$70,057.08	\$94,980.70	\$10,763.44	\$6,119.75	.....	\$65,060.59	\$579.10	\$398,922.33

a Included in report of Central New England Railway Co.
 b " " N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES.

Number.	RAILROADS.	147 Superintend- ence.	148 Dispatching trains.	149 Station employees.	150 Weighing & car service associations.	151 Coal and ore docks.	152 Station sup- plies and expenses.
1	Central New England Ry. Co., ...	\$19,092.89	\$11,360.62	\$159,415.69	\$411.75	.....	\$7,741.85
2	Hartford and Connecticut Western R. R. Co., <i>a</i>.....	.....	.....	.....	.....	.....	.....
3	New Haven and Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co., ...	7,198.77	4,278.86	286,897.00	1.88	.....	8,231.66
5	N. Y., N. H. & H. R. R. Co., ...	290,518.84	151,939.75	4,478,827.64	.....	.....	378,080.53
6	Norwich and Worcester R. R. Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co., ...	1,500.00	2,553.96	.....	.....	.....	.....
	Total, ...	\$318,800.00	\$170,183.19	\$4,908,640.83	\$418.06	.....	\$889,053.94

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	153 Yardmasters and their clerks.	154 Yard conductors and brakemen.	155 Yard switch and signal tenders.	156 Yard supplies and expenses.	157 Yard engineers.	158 Enginehouse expenses, yard.
1	Central New England Ry. Co.,.....	\$24,629.05	\$44,122.80	\$1,669.00	\$370.55	\$21,813.28	\$3,950.11
2	Hartford & Connecticut Western R. R. Co., <i>a</i>						
3	New Haven & Northampton Co., <i>b</i>						
4	New London Northern R. R. Co.,.....	5,918.43	5,810.03		62.94	5,155.15	1,900.09
5	New York, New Haven & Hartford R. R. Co.,.....	359,518.25	936,774.67	197,731.83	30,645.56	509,849.69	125,749.56
6	Norwich & Worcester R. R. Co., <i>b</i>						
7	South Manchester R. R. Co.,.....			124.00			
	Total.....	\$390,065.78	\$986,707.49	\$199,524.83	\$31,579.05	\$536,818.07	\$181,599.76

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. Co.

TABLE XIII.—TRANSPORTATION EXPENSES — (CONTINUED).

Number.	RAILROADS.	159	160	161	163	163	164	165	166	167	168
		Fuel for yard loco- motives.	Water for yard loco- motives.	Lubricants for yard locomotives.	Other supplies for yard locomotives.	Motormen.	Road Enginemen.	Baginhouse ex- penses—road.	Fuel for road loco- motives.	Water for road lo- comotives.	Lubricants for road locomotives.
1	Central New England Ry. Co.,.....	\$ 83,353.01	1,733.46	704.74	812.81	.....	111,304.45	28,544.66	251,036.89	12,938.19	4,817.23
2	Hartford & Conn. Western R. Co., a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. Co., ...	23,602.99	430.89	249.29	244.20	.....	88,877.02	11,432.59	115,455.30	3,970.83	1,901.44
5	N. Y., New Haven & Hartford R. R. Co.,.....	722,530.22	27,101.13	13,644.11	10,847.04	141,890.29	1,786,881.50	604,952.33	4,233,994.21	233,576.35	77,475.01
6	Norwich & Worcester R. R. Co., b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co., .....	.....	.....	.....	.....	.....	3,338.50	.....	1,804.51	.....	.....
	Total, ...	\$ 777,535.22	30,269.46	14,598.14	11,404.05	141,890.29	1,940,249.47	644,930.03	4,938,390.84	230,450.86	82,938.73

a Included in report of C. N. E. Ry. Co.
 b " " " N. Y., N. H. & H. R. R. Co

TABLE XIII.—TRANSPORTATION EXPENSES—CONTINUED.

Number.	RAILROADS.	169	170	171	172	173	174	175	176	177	178	179	180
		Other supplies for road locomotives.	Operating power plants.	Purchased power.	Road trainmen.	Train supplies and expenses.	Interlockers, block signals, and other operation.	Crossing flagmen and gatemen.	Draw-bridges operation.	Clearing wrecks.	Telegraph and telephone operation.	Operating floating equipment.	Express service.
1	Central New England,.....	\$ 4,804.91			120,752.53	12,911.81	11,853.32	10,855.90		2,498.65	2,175.95	4,811.51	
2	Hartford & Conn. Western, ^a												
3	New Haven & Northamp'n. ^b												
4	New London Northern,.....	1,187.78			44,938.76	8,564.77	49.40	3,432.68	21.21	2,088.00	3,515.57		
5	N. Y., N. H. & H.,.....	74,808.53	280,075.71	97,880.57	2,452,910.51	656,379.39	506,172.54	370,022.61	68,564.23	53,326.28	157,574.40	655,539.97	
6	Norwich & Worcester, ^b												
7	South Manchester,.....	580.67			1,553.00	3.88							
	Total	\$ 80,879.69	280,075.71	97,880.57	2,692,861.50	677,759.36	607,568.16	884,861.19	63,536.43	57,853.98	168,857.02	659,861.95	

^a Included in report of C. N. E. Ry. Co.
^b " " N. Y., N. H. & H. R. R. Co.

TABLE XIII. — TRANSPORTATION EXPENSES — CONCLUDED.

RAILROADS.													
Number.	191	192	193	194	195	196	197	198	199	200	201	202	Total.
	Stationery and printing.	Other expenses.	Loss and damage—freight.	Loss and damage—baggage.	Damage to property.	Damage to stock on right of way.	Injuries to persons.	Operating joint yards and terminals, Dr.	Operating joint yards and terminals, Cr.	Operating joint tracks and facilities, Dr.	Operating joint tracks and facilities, Cr.		Total.
1	Central New England,.....	\$5,280.98	\$132.11	\$12,319.14	\$53.87	\$3,736.30	\$1,755.67	\$25,533.43	\$27,901.48	\$124,750.17	\$2,471.14	\$433.07	\$393,780.02
2	Hartford & Conn. West'n, <i>a</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & No'hamp'n, <i>b</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	4,846.90	Cr. 4.83	6,563.23	80.58	11,788.59	610.07	9,197.72	1,991.37	4,084.89	4,919.90	.....	598,238.60
5	New York, N. H. & H., ...	241,221.29	14,544.34	334,565.87	2,997.56	116,895.15	586.67	518,611.72	778,800.03	44,714.87	190,334.40	1,733.41	22,942,674.94
6	Norwich & Worcester, <i>b</i>...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	.....	374.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,792.82
	Total,.....	\$24,349.17	15,063.25	353,478.24	3,105.01	132,390.04	2,932.41	563,642.87	818,693.48	173,499.93	197,735.44	Credit 2,166.48	24,446,424.38

a Included in report of C. N. E. Ry. Co.
b " " " N. Y., N. H. & H. R. R. Co.

TABLE XIV. — GENERAL EXPENSES.

Number.	RAILROADS.	193	194	195	196	197	198	199	200	201	202	203	204	205
		Adminis- tration.	Salaries and expenses of general officers.	Salaries and expenses of clerks and attendants.	General office supplies and expenses.	Law expenses.	Insurance.	Relief depart- ment expenses.	Pensions.	Station- ery and printing.	Other expenses.	General adminis- tration joint tracks, yards and grounds. Dr.	General adminis- tration joint tracks, yards and grounds. Cr.	Total.
1	Central New England,.....		\$3,894.08	\$18,944.92	\$341.65	\$4,738.31	\$5,982.75			\$2,611.88	\$3,373.87			\$38,692.38
2	Hartford & Conn., West a													
3	New Haven & No'amp. b													
4	New London Northern,...		5,048.79	10,947.38	669.00	2,088.81	2,764.09			1,509.07	218.75			32,303.75
5	N. Y., N. H. & H.,.....		181,683.06	510,382.81	38,441.17	264,362.38	336,320.32		\$ 100,048.54	55,873.60	305,651.43	\$13,738.75		1,801,449.91
6	Norwich & Worcester, d.													
7	South Manchester,.....		\$655.01				279.50				1,209.75			2,109.26
	Total,.....		\$191,360.81	\$539,675.01	\$39,351.82	\$361,114.38	\$945,241.69		\$ 100,048.54	\$55,994.50	309,553.80	\$13,738.75		\$1,995,617.80

a Included in report of C. N. E. Ry. Co.

b " " " N. Y., N. H. & H. R. R. Co.

TABLE XV.—PASSENGER TRAFFIC.

Number.	RAILROADS.	206	207	208	209	210	211	212	213	214	215
		Number of passengers carried, earning revenue.	Same per last report.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Total passenger service train revenue.	Passenger service train revenue per mile of road.	Passen- ger service train revenue per train mile.
1	Central New England,.....	965,198	971,810	14,558,381	15.08	\$387,955.81	.35014	.02315	\$478,652.88	\$1,604.35	\$.73170
2	Hartford & Connecticut Western, a.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	555,370	551,170	8,888,952	15.91	194,331.55	.34691	.02199	246,185.72	1,983.40	.74994
5	New York, New Haven & Hartford,....	82,905,137	75,957,938	1,500,907,990	16.18	24,895,864.74	.80017	.01657	29,005,590.06	14,538.35	1.83231
6	Norwich & Worcester, b.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	93,559	88,337	200,508	9.25	3,950.39	.04220	.01370	4,072.54	1,810.08	.84645
	Total.....	84,519,264	77,564,350	1,530,505,731	16.11	25,422,102.49	.80078	.01661	29,734,801.30	12,143.39	1.78452

a Included in report of C. N. E. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.

TABLE XVI.—FREIGHT TRAFFIC.

Number	RAILROADS.	216 Number of tons carried of freight earning revenue.	217 Same per last report.	218 Number of tons carried one mile.	219 Average distance haul of one ton. Miles.	220 Total freight revenue.	221 Average amount received for each ton of freight.	222 Average receipts per ton per mile.	223 Freight revenue per mile of road.	224 Freight revenue per train mile.
1	Central New England,.....	4,490,193	3,790,061	207,387,914	46.19	\$3,530,990.59	\$.56155	\$.01216	\$3,932.79	\$3.04771
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,803,560	1,759,703	77,776,812	43.15	816,993.73	.45319	.01080	6,614.53	1.98868
5	New York, New Haven & Hartford,.....	23,735,981	19,968,273	2,124,680,965	73.44	30,110,583.30	1.32413	.01417	14,937.55	4.15313
6	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester,.....	55,300	56,049	140,760	2.35	15,375.73	.97673	.10833	6,739.51	4.49286
	Total,.....	29,085,934	35,574,033	2,409,235,451	53.56	\$33,463,643.40	\$1.15351	\$.01233	\$13,666.33	\$3.94699

a Included in report of C. N. E. Ry. Co.
b " " " N. Y., N. H., & H. E. R. Co.

TABLE XVII.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	CoAL.		Wood.		228 Oil, Gallons.	229 Total tons fuel consumed.	230 Total miles run.	231 Average pounds of coal con- sumed per mile.
		225 Number of tons.	226 Average cost per ton.	227 Number of cords.					
1	Central New England Ry. Co.,.....	138,984	\$2.56	488	.....	.....	124,228	1,675,696	148.27
2	Hfd. & Conn. Western R. R. Co., ^a.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New Haven & Northampton Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New London Northern R. R. Co.,.....	54,247	2.69	190	.....	.....	54,842	928,364	117.70
5	N. Y., N. H. & Hartford R. R. Co.,.....	1,750,785	2.98	.....	.....	.....	1,750,785	29,637,868	118.15
6	Norwich & Worcester R. R. Co., ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
7	South Manchester R. R. Co.,.....	513	4.30	6	.....	.....	513	15,155	68.00
	Total,.....	1,929,529	\$2.90	684	.....	.....	1,929,868	32,252,083	119.65

^a Included in report of C. N. E. Ry. Co.
^b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XVIII.—MILEAGE AND EMPLOYEES.

	232	233	234	235	236	237	238	239	240	241
RAILROADS.	Passenger trains earning revenue.	Freight trains earning revenue.	Mixed trains earning revenue.	Special train- miles.	Total revenue mileage.	Mileage of non- revenue trains.	Total mileage of all trains.	Total per last report.	Employ- ees, including officers.	Same per last report.
1 Central New England Ry.,.....	591,641	741,797	71,597	506	1,405,541	53,198	1,458,739	1,388,847	1,524	1,513
2 Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 New London Northern,.....	838,374	414,965	.....	.....	743,239	28,626	771,865	705,814	725	677
5 New York, New Haven & Hartford, 15,483,436	7,069,850	7,069,850	176,854	89,924	22,763,864	814,878	23,588,348	22,769,398	38,096	31,551
6 Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 South Manchester,.....	11,755	3,400	.....	.....	15,155	.....	15,155	15,840	19	20
Total.....	16,414,106	8,229,812	248,451	40,430	24,932,799	896,208	25,829,002	24,874,899	35,864	33,761

a Included in report of C. N. E. Ry. Co.*b* Included in report of N. Y., N. H. & H. R. Co.

TABLE XIX.—EQUIPMENT

Number	RAILROADS.	LOCOMOTIVES.				CARS.						CARS WITH TRAIN BRAKES.		CARS WITH AUTO-MATIC COUPLES.	
		242	243	244	245	246	247	248	249	250	251	252	253	254	255
		Num- ber in service.	Num- ber leased.	Num- ber owned.	With train brake.	Pas- senger service.	Freight and other.	Num- ber leased.	Num- ber owned.	Total cars in service.	In service last report.	In pas- senger service.	In freight service.	In passenger service.	In freight service.
1	Central New England,.....	60	4	56	60	58	388	45	351	396	393	58	248	58	248
2	Hartford & Conn. Western, a...														
3	New Haven & Northampton, b.														
4	New London Northern,.....	10	8	8	16	21	61		82	82	94	21	20	21	29
5	New York, New Haven & Hfd.,	1,220	154	1,066	1,066	2,522	36,895	1,187	38,280	39,417	37,834	2,522	85,716	2,522	85,716
6	Norwich & Worcester, b.....														
7	South Manchester,.....	2		2	2	4			4	4	4	4		4	
	Total,.....	1,298	166	1,132	1,144	2,605	37,294	1,182	38,717	89,899	88,925	2,605	85,984	2,605	85,993

a Included in report of C. N. E. Ry. Co.

b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XX.

	RAILROADS.	STATIONS.			New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		256 On main line and branches.	257 In Conn.	258 Average num- ber of miles for each station in Conn.		260 At grade.	261 At grade per last report.
1	Central New England Ry. Co.,.....	112	95	2.18	131,214	a	a
2	Hartford & Conn. Western R. R. Co.,.....	c	c	c	c	66	65
3	New Haven & Northampton Co., ...	88	18	8.69	b	79	83
4	New London Northern R. R. Co.,.....	43	25	2.24	86,120	64	58
5	New York, New Haven & Hartford R. R. Co.,.....	458	296	2.54	710,890	611	648
6	Norwich & Worcester R. R. Co.,.....	32	23	2.31	b	29	37
7	South Manchester R. R. Co.,.....	1	1	2.25	1,190	3	3
	Total,.....	684	398	2.55	981,414	852	894

a Included in Hartford & Connecticut Western R. R.

b Included in report of N. Y., N. H. & H. R. R. Co.

c Included in report of C. M. E. Ry. Co.

TABLE XXI.—GENERAL PERCENTAGE

Number	RAILROADS.	262 Gross operating revenues to stock, funded debt, and work- ing liabilities.	263 Net earnings to stock, funded debt, and work- ing liabilities.	264 Net earnings to gross operating revenues.	265 Operating expenses to gross operating revenues.	266 Passenger revenue to gross operating revenues.	267 Freight revenue to gross operating revenues.
1	Central New England Ry. Co., ...	18.53	05.77	42.66	57.34	11.18	88.40
2	Hartford & Conn. Western R. R. Co., <i>a</i> , ...						
3	New Haven & Northampton Co., <i>b</i> , ...						
4	New London Northern R. R. Co., ...	36.07	6.40	17.76	82.24	17.93	75.38
5	New York, New Haven & Hartford R. R. Co., ...	15.48	5.61	36.25	63.74	41.00	49.61
6	Norwich & Worcester R. R. Co., <i>b</i> , ...						
7	South Manchester R. R. Co., ...	27.63	0.08	00.28	99.72	20.43	78.95
	Total, ...	15.08	5.45	86.28	63.76	89.23	51.63

a Included in report of C. N. E. Ry. Co.
b Included in report of N. Y., N. H. & H. R. R. Co.

TABLE XXII—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS

Number.	RAILROADS.	GENERAL STATEMENT.						HIGHWAY CROSSINGS		EMPLOYEES.						PAS-SENGERS.		THIR-FARENS.		OTHERS.	
		Passengers.	Employees.	Trespassers.	Others.	Total.	Fatal.	Not fatal.	Fatal.	Not fatal.	Falling from trains or engines.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	
1	Central New England, ...	18	3	3	23	1	23	1	17	1	1	16	1	17	2	3	2	3	2	27	
2	Hartford & Conn. Western, &																				
3	New Haven & Northampton, &																				
4	New London Northern, ...	19	40	7	66	6	80		39	6	5	28	1	39	19	5	5	3	3	3	
5	N. Y., N. H. & H., ...	47	236	138	35	511	119	393	274	29	14	7	246	274	47	84	49	13	22	22	
6	Norwich & Worcester, &																				
7	So. Manchester, ...																				
	Total, ...	66	354	138	45	600	126	474	330	36	21	7	300	330	66	84	51	13	27	27	

a Included in report of C. N. E. Ry. Co.
b Included in report of N. Y., N. H. & H. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1904.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$3,907,968.38	.....	.....	.....	.....
2	Central New England,.....	6,600,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00
3	Hartford & Connecticut Western,....	2,714,000.00	2,965,500.00	2,965,800.00	2,965,800.00	2,967,000.00
4	New England,.....	25,000,000.00	25,000,000.00	.....	.....	.....
5	New Haven & Northampton,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
6	New London Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
7	New York, New Haven & Hartford, ..	88,357,100.00	121,878,100.00†	121,878,100.00	121,878,100.00	144,017,425.00
8	Norwich & Worcester,.....	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00
9	Ridgefield & New York,*.....	261,800.00	261,800.00	261,800.00	261,800.00	†.....
10	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total,.....	\$128,847,468.38	\$165,662,000.00	\$140,662,300.00	\$140,662,800.00	\$162,541,025.00

* Projected road. † \$23,485,926.80 of this amount is apportioned to steam railroads, and balance, viz.: \$69,442,173.50, to other properties.

‡ Charter expired July 1, 1909.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDING DEBT.				
		1904.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line, ...	\$3,777,000.00	.....	.....	.....	.....
2	Central New England, ...	8,500,000.00	\$10,780,500.00	\$10,780,500.00	\$10,514,500.00	\$10,664,500.00
3	Hartford & Connecticut Western, ...	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
4	New England, ...	19,000,000.00	17,500,000.00	.....	.....	.....
5	New Haven & Northampton, ...	2,600,000.00	8,980,000.00	8,993,000.00	8,109,000.00	8,100,000.00
6	New London Northern, ...	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
7	New York, New Haven & Hartford, ..	20,047,000.00	177,188,700.00	230,544,750.00	234,859,875.00	233,052,500.00
8	Norwich & Worcester, ...	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
	Total, ...	\$57,324,000.00	\$212,677,200.00	\$248,668,250.00	\$251,888,875.00	\$249,217,000.00

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	WORKING LIABILITIES.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$2,509,141.06	.....	.....	.....	.....
2	Central New England,.....	326,879.22	\$1,275,267.50	\$2,153,419.86	\$2,439,596.85	\$3,117,472.66
3	Hartford & Connecticut Western,....	462,398.46	213,398.46	227,811.70	227,699.20	228,176.70
4	New England, ...	582,678.62	1,959,978.24	.....	.....	.....
5	New Haven & Northampton, ...	632,968.95	26,750.00	17.50	24,105.68	876.42
6	New London Northern,.....	11,545.48	4,243.81	4,358.90	4,457.14	4,277.14
7	New York, New Haven & Hartford,...	26,509,543.10	17,089,649.82	11,116,815.87	14,847,904.82	15,928,772.38
8	Norwich & Worcester,.....	63,876.00	63,926.00	63,612.42	63,877.00	63,865.00
9	South Manchester,.....	28,219.18	24,005.81	24,683.16	26,483.83	30,011.51
	Total, ...	\$31,121,754.93	\$20,650,230.14	\$13,590,168.31	\$17,624,123.47	\$19,378,451.69

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PROPERTY INVESTMENT, SECURITIES, AND OTHER INVESTMENTS.				
		1906.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$5,320,429.49	.....	.....	.....	.....
2	Central New England,.....	15,063,728.49	\$19,085,519.10	\$19,638,534.30	\$19,830,370.35	\$20,477,955.30
3	Hartford & Connecticut Western,.....	3,708,538.71	3,708,538.71	3,708,084.45	3,706,084.45	3,497,409.45
4	New England,.....	40,338,764.75	44,633,674.34	.....	.....	.....
5	New Haven & Northampton,.....	6,408,149.33	7,165,310.97	7,129,486.17	7,917,315.83	7,956,351.33
6	New London Northern,.....	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91
7	New York, New Haven & Hartford,...	151,943,071.30	253,308,630.89	268,080,194.40	295,317,190.61	337,033,469.87
8	Norwich & Worcester,.....	4,658,816.51	4,661,923.59	4,658,816.51	4,658,816.51	4,617,543.91
9	Ridgefield & New York, a.....	233,810.16	233,810.16	233,810.16	233,810.16	b.....
10	South Manchester,.....	135,641.33	136,072.17	133,190.53	135,190.53	135,190.53
	Total,.....	\$331,720,935.02	\$336,339,019.84	\$330,978,067.49	\$335,247,178.54	\$437,165,969.93

a Projected road. b Charter expired July 1, 1903.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	TOTAL OPERATING REVENUES.				
		1904.	1907.	1908.	1909.	1910.
1	Central New England,.....	\$1,679,449.81	\$2,183,366.54	\$3,108,786.96	\$3,580,213.49	\$3,023,730.19
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,128,091.23	1,086,877.09	997,956.78	1,080,174.18	1,088,759.11
5	New York, New Haven & Hartford,...	53,984,332.86	55,601,936.83	53,050,147.26	54,847,630.97	60,693,667.55
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	18,655.13	17,049.80	18,555.95	17,523.81	19,348.27
	Total,.....	\$55,810,518.53	\$58,869,229.75	\$56,175,446.95	\$57,985,541.90	\$64,819,495.13

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England, ...	\$1,508,540.80	\$2,584,418.46	\$1,705,109.75	\$1,599,188.42	\$1,788,232.66
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern, ...	1,017,875.59	1,007,896.59	876,857.89	846,778.27	891,297.82
5	New York, New Haven & Hartford, ..	35,222,586.53	87,850,061.71	38,213,537.85	36,080,306.54	38,689,215.76
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester, ...	14,448.65	17,088.28	19,014.90	18,640.10	19,293.88
	Total, ...	\$37,762,946.57	\$41,458,980.04	\$40,814,599.39	\$38,544,908.33	\$41,833,039.07

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	REVENUE FROM PASSENGERS.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,.....	\$273,933.70	\$295,236.59	\$331,330.49	\$338,199.49	\$337,955.81
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	191,896.58	204,660.59	217,187.17	209,785.81	194,331.65
5	New York, New Haven & Hartford,...	21 128,927.90	22,363,434.51	23,008,115.98	22,852,741.77	24,885,864.74
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	South Manchester,.....	4,898.80	4,247.65	3,765.92	3,495.54	3,950.89
	Total,.....	\$21,599,135.98	\$22,767,579.34	\$33,555,869.51	\$33,394,173.11	\$35,423,103.49

* Included in N. Y., N. H. & H. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	REVENUE FROM FREIGHT.				
		1904.	1907.	1908.	1909.	1910.
1	Central New England,.....	\$1,392,453.76	\$1,737,607.75	\$1,939,403.59	\$3,053,067.19	\$3,530,890.59
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern,.....	868,127.68	798,877.68	702,883.49	802,460.78	816,893.78
5	New York, New Haven & Hartford,.....	26,576,598.20	27,687,494.56	25,281,434.85	26,595,969.67	30,110,588.30
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester,.....	14,135.50	12,679.30	14,666.68	13,905.43	15,375.78
	Total,.....	\$28,751,315.14	\$30,226,649.29	\$27,627,840.61	\$39,464,408.06	\$33,468,648.40

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England, ...	721,393	742,025	953,760	971,810	965,198
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern, ...	494,616	513,031	547,120	551,170	555,370
5	New York, New Haven & Hartford, ...	69,219,147	76,838,816	75,555,969	75,957,933	82,905,137
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester, ...	101,115	96,976	88,468	88,887	98,559
	Total, ...	70,536,271	76,687,838	77,145,337	77,564,350	84,519,264

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	Tons of Freight Carried.				
		1906.	1907.	1908.	1909.	1910.
1	Central New England,.....	1,933,437	2,707,186	2,595,843	8,790,061	4,489,193
2	New England,* .....	.....	.....	.....	.....	.....
3	New Haven & Northampton,* .....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,896,394	1,775,596	1,636,916	1,759,706	1,802,560
5	New York, New Haven & Hartford,...	20,359,206	21,870,380	18,851,844	19,968,273	22,738,981
6	Norwich & Worcester,* .....	.....	.....	.....	.....	.....
7	South Manchester,.....	53,636	50,255	66,659	56,049	55,200
	Total,.....	23,554,653	25,908,267	23,151,263	25,574,068	29,035,984

* Included in N. Y., N. H. & H. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1904.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line.....	\$119,940.00				
2	Central New England.....					
3	Hartford & Connecticut Western.....	54,280.00	\$56,798.00	\$59,822.50	\$59,816.00	\$59,846.00
4	New England,.....	150,000.00	150,000.00			
5	New Haven & Northampton.....	98,400.00	98,400.00	118,652.00	98,400.00	98,400.00
6	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
7	New York, New Haven & Hartford, .	6,497,092.00	7,469,498.00	8,279,046.00	7,883,842.00	9,759,061.00
8	Norwich & Worcester.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
9	South Manchester,.....					
	Total,.....	\$7,264,712.00	\$8,149,626.00	\$8,897,020.50	\$8,416,568.00	\$10,291,897.00

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1904.	1907.	1908.	1909.	1910.
1	Boston & New York Air Line,.....	\$7,933.35				
2	Central New England,.....	57,750.00	\$63,500.00	\$78,250.00	\$78,250.00	\$895,490.00
3	Hartford & Connecticut Western,....	31,500.00	31,500.00	31,500.00	31,500.00	31,500.00
4	New England,.....	885,000.00	775,000.00			
5	New Haven & Derby,....	107,000.00	107,000.00			
6	New Haven & Northampton,.....			186,635.00	190,254.67	181,000.00
7	New London Northern,.....	63,120.00	63,120.00	63,120.00	63,120.00	63,100.00
8	New York, New Haven & Hartford,...	784,490.00	4,244,801.24	8,851,263.05	10,058,953.78	10,355,420.69
9	Norwich & Worcester,.....	48,000.00	48,000.00	48,000.00	48,000.00	48,000.00
10	South Manchester,.....					
	Total,.....	\$1,939,808.35	\$5,386,421.24	\$9,263,768.05	\$10,475,078.40	\$11,429,510.69

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
		1906.		1907.		1908.		1909.		1910.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Central New England,.....		3		5		5				
2	Hartford & Connecticut Western,†										
3	New Haven & Northampton,*										
4	New London Northern,.....		4		4	1	12		3		19
5	New York, New Haven & Hartford,....	2	17	2	64	5	73	2	47		47
6	Norwich & Worcester,*										
7	South Manchester,.....										
	Total,.....	2	24	2	73	6	89	2	50		66

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1909.	1910.	INCREASE.	DECREASE.
Capital stock outstanding.	\$140,682,800.00	\$162,541,025.00	\$22,140,585.00	
Capital stock in Connecticut.	28,150,180.00	45,682,600.00	17,732,800.00	
Funded debt.	261,892,875.00	249,217,000.00	\$2,086,875.00	
Working liabilities.	17,694,123.47	19,873,451.58	1,749,298.11	
Total stock, funded debt and working liabilities.	410,169,798.47	431,181,476.58	20,961,978.11	
Property investment, securities, other investments and working assets.	885,947,178.54	497,974,212.30	158,737,094.75	
Gross operating revenues.	57,938,541.90	64,819,496.12	6,883,953.22	
Operating expenses.	38,544,908.33	41,833,039.07	2,788,130.74	
Operating revenues.	19,441,750.86	23,486,456.06	4,044,705.60	
Paid for taxes.	3,571,553.97	4,120,556.79	549,002.82	
Paid for interest.	10,475,078.40	11,429,510.69	954,432.29	
Paid for dividends.	8,416,558.00	10,291,897.00	1,875,269.00	
Passengers revenue.	22,294,172.11	26,422,102.49	2,027,930.38	
Freight revenue.	29,464,408.08	32,463,648.40	3,999,240.32	
Paid for maintenance of way and structure.	6,680,637.19	7,681,751.39	1,151,094.20	
Paid for maintenance of equipment.	6,197,323.08	6,790,317.78	593,004.72	
	Mileage, etc.	Mileage, etc.	Increase.	Decrease.
Total length of main line and branches.	2,414.22	2,394.71		19.51
Total of same in Connecticut.	1,006.99	1,002.39		4.60
Total length of sidings.	1,496.75	1,332.66		41.91
Total of same in Connecticut.	600.57	614.48		13.91
Total 2d, 3d, 4th, 8th and 6th tracks.	973.07	978.29		5.22
Total of same in Connecticut.	397.54	387.77		9.77
Run by passenger trains.	15,838,335	16,414,108	575,871	
Run by freight trains.	7,795,844	8,339,812	434,468	
Run by other revenue trains.		293,881		
Run by non-revenue trains.		596,203		
Total run by all trains.	24,974,899	25,339,009	364,102	
Passengers carried 1 mile.	1,494,516,605	1,530,502,731	105,986,126	
Freight carried 1 mile.	2,120,907,643	2,409,938,451	289,718,808	
Number of passengers carried earning revenue.	77,564,350	84,519,264	6,954,914	
Number of tons of freight carried earning revenue.	25,574,085	29,085,994	3,511,908	
Highway grade crossings in Connecticut.	894	882		42
Number of men employed.	23,761	25,264	1,503	
Number of engines in service.	1,201	1,208		8
Number of passenger cars.	2,510	2,605	95	
Number of freight and other cars.	26,815	27,294	1,479	
Passengers injured — fatal.	9			2
Passengers injured — not fatal.	50	66	16	
Employees injured — fatal.	50	24		26
Employees injured — not fatal.	249	290		19
Travellers injured — fatal.	85			1
Travellers injured — not fatal.	57	51		6
Others injured — fatal.	8	18	10	
Others injured — not fatal.	16	27	11	
Injured at grade crossings — fatal.	7	10	3	
Injured at grade crossings — not fatal.	11	15	4	



STREET RAILWAY TABLES.

Stony Creek, Mansfield, Wallingford, Mt. Carmel, Westville, Woodmont, East Meriden, Wallingford, Compoette, Glidersleeve, Meriden, Berlin, Middlefield Center, Rocky Hill, Thamesville, Laurel Hill, Yantic, Willimantic, Central Village, Mass. State Line, East Killingly, Moosup, Winsted and Highland Lake, Wethersfield, Newington, Rocky Hill, Elmwood, West Hartford, East Windsor Hill, So. Glastonbury, Burnside, Rockville, Melrose, Stafford Springs, Bloomfield, Mass. State Line, Shippan Point, Springdale, Noroton, Westport, Shelton, Woodmont, No. Bridgeport, Stamford City Line, Dorlan's Point, Winnipauk, Roton Point, Shelton, Naugatuck, Naugatuck, Waterville, Mt. Carmel, Middale, Thomaston, No. Woodbury, New Britain Div. Danbury West Hartford. Groton E. Windsor Hill Suffield, Windoor Somers, Warehouse Pt. Rockville, East Lyme, New London Norwich Providence, R. I.	
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TABLE No. 1 — CONCLUDED.

Number.	STREET RAILWAYS.	From —	To —	Length of road (first main track) (owned).	Length of second main track (owned).	Total length of main tracks (owned).	Length of sidings and turnouts (owned).	Total computed as single track (owned).	Main track operated under trackage rights.	Main track operated under lease or agreement.	Total main track operated.	Length of sidings and turnouts operated under trackage rights and lease or agreement.	Total computed as single tracks.
11	So. Man. Light Power & Tram Co.,	Manchester.	Manchester.	a. 763	a. 763	a. 763	a. 696	a. 763					
12	West Shore Railway Co.,	So. Manchester.	Woodmont.	a2.660	a2.660	a7.380	a. 101	a7.481					
13	N. Y., N. H. & H. R. Co.,	Savin Rock.	.....	70.642	12.188	82.830	4.182	86.982					
Total,				c763.049	d153.927	c921.976	c40.326	c963.311	17.704	278.028	c234.556	10.120	975.333

a Operated by The Connecticut Co.

b This mileage is not included in total footings, as The Connecticut Co. report this Company as operated by it from January 1, 1910, to June 30, 1910.

c This mileage is arrived at as follows :

STREET RAILWAYS.

	1st main track.	2d main track.	Total main tracks.	Sidings and turnouts.	Total completed as single track.
Owned by other than The Conn. and N. Y., N. H. & H. R. R. Companies, Owned by The Conn. Co.	315,685 576,733	65,417 81,323	381,102 658,056	18,353 17,730	399,455 675,774
Owned by The N. Y., N. H. & H. R. Co. and showing terminal, as follows:					
1 Trolley Viaduct, New Haven, ...	317	317	634	.020	634
2 Tafta to Central Village, ...	A 15,947	A 3,149	A 19,096	A 3,316	A 19,313
3 Middletown Station to Westfield, ...	A 3,517	.....	A 3,517	A 3,256	A 3,773
4 Westfield to Meriden, ...	A 6,949	.....	A 6,949	A 7,143	A 7,143
5 Berlin Br. to Cromwell, ...	A 1,921	.....	A 1,921	A 194	A 2,045
6 Burnside to Vernon, ...	A 8,573	A 8,354	A 16,496	A 323	A 16,818
7 Vernon to Rockville, ...	A 4,440	A 3,353	A 4,803	A 317	A 5,620
8 Berlin to Westfield, ...	A 5,968	.....	A 5,968	A 430	A 6,408
9 West Street, Rockville, to Melrose, ...	A 7,350	.....	A 7,350	A 404	A 7,654
10 West Thompson to Massachusetts line, ...	5,910	.....	5,910	A 7,980	A 7,980
11 Suffield to Massachusetts State line, ...	4,706	.....	4,706	.908	4,914
12 Mianus River to New York line, ...	5,635	.....	5,635	.458	6,318
Total, ...	763,049	159,987	923,976	40,335	993,311

d This mileage is arrived at as follows :

	Length of first main track.	Length of second main track.	Main tracks operated under trackage rights, lease or agreement.	Total main tracks operated.
Operated by other than The Conn. and N. Y., N. H. & H. R. R. Companies, Operated by The Conn. Co., ...	149,183 576,733	3,119 81,323	12,890 263,916	164,193 740,960
Operated by N. Y., N. H. & H. R. Co. as follows:				
1 Berlin to Westfield, ...	A 5,968	.....	.....	A 5,968
2 West Street, Rockville, to Melrose, ...	A 7,350	.....	.....	A 7,350
3 West Thompson to Massachusetts State line, ...	5,910	.....	.....	5,910
4 Suffield to Massachusetts State line, ...	4,706	.....	.....	4,706
5 Operated by N. Y. & Stamford Ry. Co., ...	5,635	.....	.....	5,635
Total, ...	555,364	83,676	395,796	994,836

e Operated by The Connecticut Company.
 f Operated by The N. Y., N. H. & H. R. R. Company.
 g Leased to New York & Stamford Railway Company.
 h Electrified steam railroad lines.

TABLE No. 2.

STREET RAILWAYS.	1	2	3	4	5	6	7	8
	Capital authorized by charter.	Capital stock outstanding.	Bonds outstanding.	Floating indebtedness.	Total stock, bonds, floating debt.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Cost of construction.
1 Brist. & Plain. Tram. Co.,	\$1,000,000.00	\$375,000.00	\$400,000.00	.....	\$775,000.00	\$29,128.95	\$31,065.55	\$290,268.22
2 Conn. Ry. & Ltg. Co.,	a	17,120,100.00	13,465,700.00	.....	80,685,800.00	77,215.85	60,738.45	.....
3 The Connecticut Co.,	a	40,000,000.00	.....	.....	40,000,000.00	87,327.85	.....	.....
4 Dan. & Bethel St. Ry. Co.,	828,000.00	320,000.00	800,000.00	\$128,167.10	743,167.10	21,289.33	19,958.75	438,784.87
5 Farmington St. Ry. Co.,	b 189,000.00	b 167,500.00	b 30,000.00	b 80,000.00	b 217,500.00	b 20,061.56	b 3,184.87	b 189,022.05
6 Groton & Ston. St. Ry. Co.,	600,000.00	600,000.00	375,000.00	33,579.40	1,008,579.40	30,372.05	18,962.58	860,608.04
7 Htfd. & Springfield St. Ry. Co.,	1,000,000.00	785,000.00	961,000.00	34,000.00	1,780,000.00	17,463.84	21,379.31	1,305,563.73
8 N. L. & E. L. St. Ry. Co.,	235,000.00	150,000.00	200,000.00	143,167.27	498,167.27	13,686.36	15,181.82	381,028.42
9 Norwich & Westerly Ry. Co.,	700,000.00	618,200.00	750,000.00	237,246.98	1,625,446.98	28,620.37	34,722.32	995,454.04
10 Prov. & Danielson Ry. Co.,	1,000,000.00	1,000,000.00	600,000.00	13,572.43	1,613,572.43	38,828.86	22,997.32	1,066,776.26
11 S. Man. Lt., P. & Tram. Co.,	100,000.00	10,000.00	.....	53,575.23	63,575.23	13,128.86	.....	11,000.00
12 West Shore Ry. Co.,	200,000.00	80,000.00	30,000.00	107,056.57	217,056.57	10,928.96	4,098.36	309,707.93
Total,	\$5,637,000.00	\$31,215,800.00	\$17,111,700.00	\$795,884.98	\$79,122,884.98	\$66,896.81	\$18,559.81	\$5,743,212.16

a Amount not fixed by charter.

b Report for six months ending December 31, 1903, at which time the company was merged with the N. Y., N. H. & H. R. R. Co.

TABLE No. 2—CONCLUDED.

Number	STREET RAILWAYS.	9	10	11	12	13	14	15	16	17
		Cost of equipment.	Total cost of construction and equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings from operation.	Operating expenses.	Operating expenses per cent. of gross earnings.	Operating expenses and taxes per car mile.	Operating expenses and taxes per car hour.	Operating expenses and taxes per cent. of gross earnings.
1	Brist. & Plain. Tram. Co.,	\$502,018.19	\$792,287.41	\$61,581.49	\$96,868.54	\$56,012.10	57.82	.1688	1.329	67.09
2	Conn. Ry. & Ltg. Co.,	.....	*30,978,800.15	.....	.....	.....	.....	.....	.....	.....
3	The Connecticut Co.,	.....	89,778,884.88	86,845.01	7,285,728.78	4,461,589.69	61.66	.1699	1.670	62.07
4	Dan. & Bethel St. Ry. Co.,	282,028.70	765,810.57	50,948.74	136,018.85	98,802.44	72.64	.1832	1.049	76.63
5	Farmington St. Ry. Co.,	b 97,550.41	b 286,572.46	b 25,111.18	b 30,708.09	b 16,656.24	b 54.24	b .1714	b 2.049	b 59.03
6	Groton & Ston. St. Ry. Co.,	159,068.98	1,019,675.02	51,616.05	113,883.67	56,861.51	50.15	.1499	1.791	56.93
7	Htfd. & Springfld St. Ry. Co.,	476,969.86	1,782,533.59	39,655.92	200,814.70	126,862.71	63.17	.1615	2.112	69.29
8	N. L. & E. L. St. Ry. Co.,	97,716.06	478,744.48	43,522.23	45,196.50	86,986.81	81.81	.2180	2.540	87.88
9	Norwich & Westerly Ry. Co.,	314,247.69	1,309,702.33	60,694.37	80,660.39	59,145.99	73.33	.1861	2.299	77.05
10	Prov. & Danielson Ry. Co.,	557,588.90	1,624,865.16	62,260.06	87,810.53	88,320.69	94.88	.1536	1.484	96.55
11	S. Man. Lt., F. & Tram. Co.,	.....	11,000.00	14,455.67	.....	.....	.....	.....	.....	.....
12	West Shore Ry. Co.,	8,091.47	317,799.40	29,754.02	.....	.....	.....	.....	.....	.....
	Total,	\$3,495,270.26	\$78,996,117.40	\$85,881.32	\$8,026,184.06	\$4,995,788.18	62.24	.1688	1.561	62.74

a Amount not fixed by charter.

b Report for six months ending December 31, 1909, at which time the company was merged with the N. Y., N. H. & H. R. R. Co.

TABLE 3.

Number.	STREET RAILWAYS.	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
	Net earnings.	\$40,856.44	85,045.31	7,533.19	4,380.12	2,173.97	.3479	.0036	.3515	.1454	.1031	1.364	.068	1.363	1.146	.886	5,769.51	17,410.00
1	Brist. & Plain. Tram. Co.,		1,164,755.06														198,555.90	611,437.00
2	Conn. Ry. & Lg. Co.,	2,774,139.09	60,559.54	9,765.34	6,031.36	3,743.98	.2980	.0037	.3737	.1638	10.49	2.470	.060	2.530	1.550	.970	2,747.37	
3	The Connecticut Co.,	37,316.41		9,040.23	5,573.34	3,475.95	.2634	.0037	.3831	.1737	.0654	2.032	.060	2.153	1.563	.859	5,330.13	31,367.80
4	Dan. & Bethel St. Ry. Co.,	214,045.85		23,033.16	11,113.88	6,930.23	a.2863	a.0009	a.3203	a.1374	a.1336	a3.456	a.012	a3.470	a1.832	a1.838	a1,463.33	a1,586.16
5	Farmington St. Ry. Co.,	56,032.16		5,693.97	2,853.02	2,335.56	.3515	.0013	.3236	.1963	.1360	3.131	.016	3.147	1.378	1.559	7,030.00	30,933.26
6	Groton & Ston. St. Ry. Co.,	73,951.99		4,497.51	2,833.31	1,645.30	.3403	.0037	.3410	.1463	.0942	3.060	.010	3.070	1.940	1.130	11,330.50	49,494.13
7	Hfd. & Spring'd St. Ry.,	8,303.69		4,103.69	3,333.44	746.34	.2430	.0030	.2430	.3030	.0450	2.867	.894	2.891	2.366	0.635	2,673.53	13,777.60
8	N. L. & W. L. St. Ry. Co.,	21,514.40		3,139.44	2,316.73	942.71	.3407	.0039	.3416	.1772	.0944	2.973	.011	2.984	2.133	0.793	2,510.93	27,500.00
9	Nor. & Westerly Ry. Co.,	4,439.54		3,503.00	2,377.97	133.13	.1547	.0044	.1591	.1510	.0031	1.435	.043	1.537	1.459	0.073	232.07	30,319.95
10	Prov. & Danielson Ry. Co.,		56,645.58														303.79	3,314.53
11	So. Man. L. & P. & Tram.,																1,004.00	1,500.00
12	West Shore Ry. Co.,																	
	Total,	\$3,030,445.37	1,301,536.43	8,565.47	5,343.86	3,941.61	.3035	.0054	.3639	.1674	.1015	2.470	.0050	2.530	1.563	0.963	233,303.18	903,750.43

a Report for six months ending Dec. 31, 1900, at which time the company was merged with the N. Y., N. H. & H. R. R.

b Income from Electric Lighting and Gas Plant, . . . \$1,340.56

c Income from lease of railway, . . . 100.00

\$1,440.56

TABLE No. 4.

Railroad	STREET RAILWAYS.	81 Dividend paid.	82 Total car mileage.	83 Total car hours.	84 Fare passengers carried.	85 Fare passengers per mile run.	86 Fare passengers per car hour.	87 Fare passengers per mile of main track operated.	88 Average fare revenue per passenger.	89 Average fare all passengers (including transfer passengers).	40 Average number of employees during year.	41 Accidents.	
												Killed.	Injur'd.
1	Bristol & Plainville Tramway Co.,	\$36,350.00	335,139	43,874	1,933,511	5.09	40.16	153,439	.04868	.04472	80	.....	13
2	Connecticut Railway & Lighting Co.,	684,804.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	The Connecticut Co.,	600,000.00	36,438,304	2,933,536	137,393,071	5.29	46.51	185,360	.04396	.04188	4,496	35	2,139
4	Danbury & Bethel Street Railway Co.,	13,800.00	568,710	63,190	2,090,032	4.67	43.09	176,970	.04970	.03810	75	1	6
5	Farmington Street Railway Co.,	.....	2105,766	26,846	2593,415	25.96	272.33	239,663	0.05000	0.05000	237	.....	.....
6	Groton & Stonington Street Ry. Co.,	24,000.00	444,510	35,710	2,171,324	5.17	65.54	109,913	.06730	.04660	40	.....	24
7	Hartford & Springfield Street Ry. Co.,	2,850.00	893,930	65,408	3,434,156	4.23	57.70	76,399	.0871	.0546	101	2	4
8	New London & E. Lyme Street Ry. Co.,	.....	151,643	15,633	591,313	5.57	64.30	81,038	.0474	.....	18	.....	.....
9	Norwich and Westerly Railway Co.,	.....	323,898	27,039	1,393,105	4.33	53.40	54,137	.0499	.0499	35	1	3
10	Providence & Danielson Railway Co.,	.....	551,899	57,026	1,373,833	2.90	31.31	36,335	.0473	.0473	76	.....	3
11	So. Man. Lk., Power & Tram. Co.,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	West Shore Railway Co.,	4,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	\$1,364,704.00	39,843,734	2,184,369	151,631,091	5.30	49.49	163,197	.04945	.04183	4,360	39	2,139

a Report for six months ending December 31, 1908, at which time the Company was merged with the N. Y., N. H. & H. R. R. Co.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1909	1910	Increase.	Decrease.
Capital stock outstanding, ...	\$31,490,800.00	\$31,315,800.00	\$39,725,000.00	.....
Bonds outstanding, ...	17,061,700.00	17,111,700.00	50,000.00	.....
Floating indebtedness, ...	839,758.64	795,394.93		\$44,373.71
Cost of construction and equipment, ...	39,780,056.94	78,998,117.40	39,218,060.46	.....
Gross operating revenue, ...	7,610,418.75	8,098,184.05	418,765.30	.....
Operating expenses, ...	4,509,686.21	4,995,738.18	486,101.97	.....
Net operating revenue, ...	3,100,732.54	3,092,445.87		70,286.67
Dividends, ...	746,281.50	1,354,704.00	608,422.50	.....
Interest paid, ...	805,049.20	808,750.42	3,701.22	.....
Taxes paid State, ...	228,973.80	239,302.18	11,028.38	.....
	Miles.	Miles.	Increase.	Decrease.
Length of first and second main tracks owned exclusive of sidings, ...	911.493	921.976	10.583	.....
Length of first and second main tracks owned including sidings, ...	951.652	962.211	10.559	.....
Miles run, ...	26,882,838	29,842,734	960,896	.....
Fare passengers carried, ...	148,886,515	151,631,091	8,344,576	.....
Number of employees, ...	4,635	4,950	415	.....
Number of persons injured fatally, ...	29	29		.....
" " " " not fatally, ...	1,437	2,189	752	.....

Names of Railroad Commissioners, Commencement of Term, and Residence.

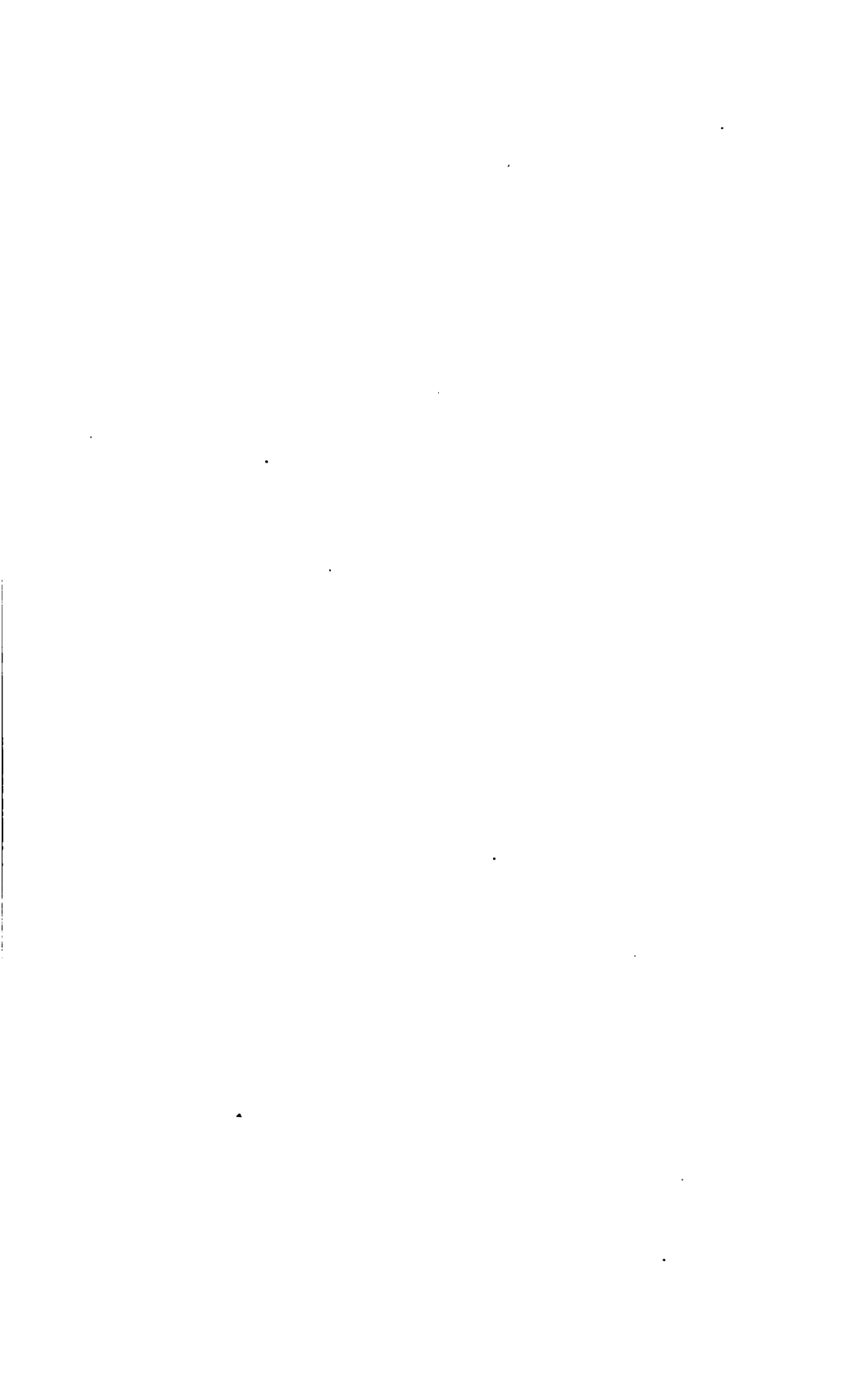
Zaccheus W. Bissell,*	Sharon,	1858	
Moses B. Harvey,*	Stafford,	1858	
John Sewart,*	Chatham,	1858	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,*	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,*	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1873	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1878	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,*	Danbury,	1877	to fill vacancy.
John W. Bacon,*	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,*	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,*	Danbury,	1881	
William H. Hayward,*	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,*	Danbury,	1884	
William H. Hayward,*	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,*	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,*	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orasmus R. Fyler,*	Torrington,	1897	
Washington F. Willcox,*	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orasmus R. Fyler,*	Torrington,	1901	
Washington F. Willcox,*	Chester,	1901	
William O. Seymour,	Ridgefield,	1903	
Andrew F. Gates,	Hartford,	1905	
Orasmus R. Fyler,*	Torrington,	1905	
William O. Seymour,	Ridgefield,	1907	
E. J. Doolittle,	Meriden,	1909	to fill vacancy.
Andrew F. Gates,	Hartford,	1909	res'd Oct. 1, 1910.
Richard T. Higgins,	Winsted,	1910	to fill vacancy.

Clerk,.....HENRY F. BILLINGS,
HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.

RAILROAD RETURNS.



CENTRAL NEW ENGLAND RAILWAY CO.

History.

Exact name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: General railroad laws of the State of New York.

If a consolidated company, name the constituent companies. Give reference to the charters of each, and all amendments of same:

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Under agreement dated June 7, 1907, the capital stock, franchises and property of the following constituent companies were merged with the Central New England Railway Company, effective June 25, 1907, upon the filing of the agreement in the offices of the secretary of state of the State of New York and of the clerk of Dutchess County.

The Poughkeepsie Bridge Railroad Company, organized under the general railroad laws of the State of New York, June 5, 1888.

The Dutchess County Railroad Company, organized under the general railroad laws of the State of New York, April 19, 1890.

The Newburgh, Dutchess and Connecticut Railroad Company, successor to the Dutchess and Columbia Railroad, organized January 8, 1877.

The Poughkeepsie and Eastern Railway Company, successor to the New York and Massachusetts Railway Company, organized April 13, 1893.

Date and authority for each consolidation: July 22, 1889 — August 1, 1892 — June 25, 1907. Railroad laws of the State of New York.

If a reorganized company, give names of original corporation and refer to laws under which it was organized.

Directors of the Company.

Name.	Post-office.	Date of expiration of term.
CHARLES S. MELLEN,	New Haven, Conn.	Until succeeded.
J. PIERPONT MORGAN,	New York City.	" "
GEO. MACCULLOCH MILLER,	" "	" "
GEO. J. BRUSH,	New Haven, Conn.	" "
EDWIN S. MILNER,	Moosup, Conn.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
D. NEWTON BARNEY,	Farmington, Conn.	" "
WILLIAM ROCKEFELLER,	New York City.	" "
JAMES S. ELTON,	Waterbury, Conn.	" "
FREDERICK F. BREWSTER,	New Haven, Conn.	" "
A. HEATON ROBERTSON,	" "	" "

Officers of the Company.

Title.	Name.	Official address.
Chairman of the Board,	CHAS. S. MELLEN,	New Haven, Conn.
President,	CHARLES S. MELLEN,	" " "
Vice-President,	EDWIN MILNER,	Moosup, "
Vice-President,	H. M. KOCHERSPERGER,	New Haven, "
Vice-President,	E. H. MCHENBY,	" " "
Secretary,	JOHN G. PARKER,	" " "
Treasurer,	AUGUSTUS S. MAY,	" " "
General Counsel,	E. D. ROBBINS,	" " "
Auditor,	ROBERT T. BIRD,	Hartford, "
Chief Engineer,	W. J. BACKES,	" "
General Superintendent,	O. M. LAING,	" "
General Freight Agent,	W. H. SEELEY,	" "
General Pass. Agent,	W. H. SEELEY,	" "
Commissioner,	A. A. MAXWELL,	New Haven, Conn.

Officer to whom correspondence concerning this report should be addressed:
Robert T. Bird, auditor, Hartford, Conn.

Transportation Corporations Controlled by Respondent.

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Active Corporations :				
Hartford & Conn. Western R. R. Co., ...	Sole	Right through title to majority of stock owned.	54% of stock	Direct

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: November 3, 1909.

Date of last closing of stock books before end of year for which this report is made: Not closed.

Total number of stockholders of record at that date: 248.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? If control was so held, state:

The form of control, whether sole or joint: Right through title to securities owned.

The name of the controlling corporation or corporations: New York, New Haven and Hartford R. R. Co.

The manner in which control was established: Right through title to securities owned.

The extent of control: Majority of stock.

Whether control was direct or indirect: Direct (see note).

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910: No.

NOTE—While a controlling interest in the capital stock and general mortgage bonds is owned by the New York, New Haven and Hartford R. R. Co., this company is not leased to or operated by that company. This company operates its own road.

Road Operated—Entire Line.

Name.	TERMINI		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. Central New England Ry.,	A Campbell Hall	Slivernails	42.90	42.90
" " "	B Poughkeepsie	Hopewell	12.40	.....
" " "	B Dutchess Jct.	State Line	58.84	.....
" " "	B Poughkeepsie	Boston Corners	35.28	106.52
2. Hartford & Conn. Western,	Hartford	Rhinecliff	109.75	.....
" " "	Tariffville	Agawam Jct.	14.21	123.96
3. N. Y., N. H. & H. R. R.	Wicopee Jct.	Fishkill Land'g	1.65	1.65
4. Boston & Albany R.R. (N.Y.C. & H. R. R. Co., Lessees.),	Agawam Jct.	Springfield	3.50	3.50
Total mileage operated, . . . . .			.....	275.53

Road Jointly Owned or Road Jointly Leased.

None.

Outside Operations and Other Properties.

None.

Road or Tracks Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	LEASE OR AGREEMENT.		
		Date.	Term.	Concise summary of provisions.
Hartford & Conn. Western R. R. Co.	122.96	Aug. 30, 1890	50 Years	Annual rental of 2% on the Capital Stock. All taxes, rates, charges, assessments and interest on the Bonds to be paid by the lessee.
New York, New Haven & Hartford R. R. Co., ...	1.65	Sept. 15, 1906	On notice either party to the other	Annual rental of \$1,000.00 and all taxes and assessments.

Road Assigned to Another Carrier Through Lease or Other Agreement.
None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent corporation.
Common, .	48,000	\$100	\$4,800,000.00	\$4,800,000.00	\$4,800,000.00
Preferred, .	87,500	100	8,750,000.00	8,750,000.00	8,750,000.00
Total, . .	85,500	....	\$8,550,000.00	\$8,550,000.00	\$8,550,000.00

	Total no. of shares outstanding.
*Issued for stock of Merged Lines — Common, ...	18,500
“ “ “ “ Preferred, ...	6,000
†Issued for Reorganization — Common, ...	84,500
“ “ Preferred, ...	31,500
Total, ...	85,500

* Issued in exchange for stock of the Poughkeepsie Bridge Co., Dutchess County R. R. Co., Newburgh, Dutchess and Conn. R. R., Poughkeepsie and Eastern Ry. Co.

† Issued in exchange for stock of the Philadelphia, Reading and New England R. R.

Funded Debt.

Class of bond or obligation.	Term.		Total par value authorized.	Total par value outstanding.	Total par value held by re- spondent pledged as collateral.	Total par value not held by respon-
	Date of issue.	Date of Ma- turity.				
First Mortgage	1899	1919	\$1,250,000.00	\$1,250,000.00	.....	\$1,250,000.00
First Mortgage Dutchess Co. R. R.	1890	1940	350,000.00	350,000.00	.....	350,000.00
First Mortgage P. & E. Ry.	1894	1934	500,000.00	500,000.00	.....	500,000.00
First Mortgage N. D. & C. R. R.	1877	1907	180,000.00	180,000.00	\$150,000.00	150,000.00
Income Bonds, General	1899	1949	7,250,000.00	7,250,000.00	.....	7,250,000.00
Income Bonds N. D. & C. R. R.	1877	1977	1,625,000.00	1,164,500.00	.....	1,164,500.00
Total			\$11,125,000.00	\$10,664,500.00	\$150,000.00	\$10,664,500.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5 per cent.	February and August, . . .	\$62,500.00	\$62,500.00
4½ " "	June and December, . . .	15,750.00	15,750.00
" "	May and November, . . .	25,000.00	387,500.00
7 " "	June and December, . . .	.....	.....
4 " "	October, ...	362,020.00	290,000.00
6 " "	June and December, . . .	69,870.00	189,740.00
		\$535,140.00	\$395,490.00

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value held by respondent pledged as collateral.	Total par value not held by respondent corporation.	Interest.	
				Amount accrued during year.	Amount paid during year.
Mortgage Bonds,	\$2,250,000.00	\$150,000.00	\$2,250,000.00	\$103,250.00	\$465,750.00
Income Bonds,	8,414,500.00	.....	8,414,500.00	1,890.00	429,740.00
Total, ...	\$10,664,500.00	\$150,000.00	\$10,664,500.00	\$535,140.00	\$395,490.

Recapitulation of Funded Debt—Continued.

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash, ...	\$1,149,000.00	\$1,173,500.00
Issued for Construction, ...	500,000.00	.....
Issued for Acquisition of Securities, ...	101,000.00	.....
Issued for Reorganization, ...	500,000.00	.....
Issued in Exchange for Bonds of Phila., Reading & N. E. R. R., ...	7,250,000.00	.....
Issued in Exchange for 1st Mortgage Bonds of Dutchess County R. R., ...	1,164,500.00	.....
Total, ...	\$10,664,500.00	\$1,173,500.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 158), ...	\$8,550,000.00	\$8,550,000.00	149.42	\$57,221.00
Funded Debt (p. 159), ...	10,664,500.00	10,664,500.00	149.42	71,873.00
Total, ...	\$19,214,500.00	19,214,500.00	149.42	\$128,594.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From	To	Miles.		
First Mortgage, ...	Silvernalla,	Campbell Hall,	42.90	\$29,177	Road and Equipment, and 13,900 shares of the Hartford & Connecticut Western R. R. Co. Stock.
General Mortgage, ...	"	"	42.90	168,998	
First Mortgage, Dutchess Co. R. R., ...	Poughkeepsie,	Hopewell,	12.40	\$8,326	Road.
First Mortgage, P. & E. Ry., ...	"	Boston Corners,	35.28	14,173	Road & Equipment.
First Mortgage, N. D. & C. R. R., ...	Dutchess Jct.,	State Line,	58.84	2,549	" "
Income Bonds, N. D. & C. R. R., ...	" "	" "	58.84	19,791	" "

Expenditures for Additions and Betterments During the Year.

	From Current Funds.
Right of way and station grounds, ...	\$65,270.67
Widening cuts and fills, ...	43.88
Grade revisions and changes of line, ...	76,981.92
Bridges, trestles, and culverts, ...	Credit 77,609.49
Increased weight of rail, ...	8,846.20
Additional main tracks, ...	51,247.14
Sidings and spur tracks, ...	Credit 1,532.76
Terminal yards, ...	172,623.02
Fencing right of way, ...	Credit 2,610.00
Track elevation, elimination of grade crossings, etc., ...	32,519.49
Block and other signal apparatus, ...	23,802.16
Station buildings and fixtures, ...	9,224.10
Water and fuel stations, ...	8,279.09
Miscellaneous structures, ...	Credit 9,720.00
Total — entire line, ...	\$357,365.42

Road and Equipment — Investment Since June 30, 1907.

Account.	From Current Funds.	Expenditures for additions and betterments during year.	Total Expend- itures, July 1, 1907, to June 30, 1909.	Total Expend- itures July 1, 1907, to June 30, 1910.
I. Road:				
Engineering, ...		\$9,186.88	8,510.88	\$17,697.65
Right of Way and Station Grounds, ...	\$14.73	56,960.89	45,096.14	108,051.76
Real Estate, ...			6,168.75	6,168.75
Grading, ...		\$12,727.28	155,456.51	368,188.74
Bridges, Trestles, and Culverts, ...		33,069.40	341,481.78	374,151.18
Ties, ...		4,015.00	28,194.73	33,309.73
Rails, ...		Cr. 9,948.18	51,023.23	46,975.14
Frogs and Switches, ...		7,372.74	1,320.88	8,693.57
Track Fastenings and other Material, ...		392.40	8,983.13	9,375.53
Ballast, ...		13,864.63	2,961.51	16,826.14
Track Laying and Surfacing, ...		8,095.08	15,780.54	23,806.57
Fencing right of way, ...		Cr. 1,707.37	2,117.98	410.61
Crossings and Signs, ...		Cr. 97.88	191.87	98.99
Interlocking and other Signal Apparatus, ...		28,803.16	441.10	24,943.26
Station Buildings and Fixtures, ...		Cr. 3,465.35	21,915.95	18,450.60
Shops, Enginehouses and Turntables, ...			976.88	976.88
Water Stations, ...		8,061.31	11,588.76	19,650.07
Fuel Stations, ...			6,430.18	6,430.18
Miscellaneous Structures, ...		Cr. 9,484.41		Cr. 9,484.41
Transportation of Men and Material, ...			105.63	105.63
Total, ...	\$14.73	\$357,365.42	\$709,533.54	\$1,066,916.69

Memorandum.

The following items were charged to Additions and Betterments, Road (Construction), Equipment, etc.

Year ending June 30, 1910.

ADDITIONS AND BETTERMENTS:

Right of way and station grounds, ...	\$65,270.67
Widening cuts and fills, ...	43.88
Grade reductions and changes of line, ...	76,981.92
Increased weight of rail, ...	8,846.20

Memorandum.—Continued.

Additional main tracks, ...	51,247.14		
Terminal yards, ...	172,623.02		
Elimination of grade crossings, . .	32,519.49		
Block and other signal apparatus, .	23,802.16		
Station buildings and fixtures, . .	9,224.10		
Water and fuel stations, ...	8,279.09		
Bridges, trestles, and culverts, . .	77,609.49	Credit	
Sidings and spur tracks, ...	1,532.76	"	
Fencing right of way, ...	2,610.00	"	
Miscellaneous structures, ...	9,720.00	"	\$357,365.42

ROAD (CONSTRUCTION):

Right of way and station grounds, .	11.73
-------------------------------------	-------

EQUIPMENT:**Additions:**

Five (5) new locomotives, ...	\$66,976.21		
Six (6) new passenger coaches, . .	46,923.50		
Six (6) new combination coaches, .	42,469.00		
Four (4) new milk cars, ...	10,667.42		
Six (6) caboose cars, ...	5,910.00		
One (1) freight car rebuilt, ...	289.54	\$173,235.67	

Deductions:

Depreciation, ...	\$27,836.61		
Three (3) locomotives retired, . .	991.31		
One (1) combination coach retired, .	747.57		
Thirteen (13) freight cars retired, .	1,713.11		
Five (5) Co. service cars retired, .	719.39	32,007.99	141,227.68

Net addition to property accounts for the year, ... \$498,607.83

Road and Equipment—Investment Since June 30, 1907.

Account.	From Current Funds.	Expenditures for additions and betterments during year.	Total Expenditures, July 1, 1907, to June 30, 1909.	Total Expenditures, July 1, 1907, to June 30, 1910.
II. Equipment,				
Steam Locomotives, ...	\$46,986.40	.....	\$64,665.68	\$111,652.08
Passenger-Train Cars, ...	96,426.60	.....	1,466.74	96,893.34
Freight-Train Cars, ...	871.53	.....	Cr. 2,997.58	Cr. 2,126.05
Work Equipment, ...	Cr. 2,065.84	.....	2,445.02	889.18
Total, ...	\$141,227.68	.....	\$45,579.86	\$206,807.54
Recapitulation.				
I. Road, ...	\$14.73	\$357,365.42	\$709,536.54	\$1,066,916.69
II. Equipment, ...	141,227.68	.....	65,579.86	206,807.54
Total—Entire Line, ...	\$141,242.41	\$357,365.42	\$ 775,116.40	\$1,273,724.23

Summary of Road and Equipment.**INVESTMENT TO JUNE 30, 1907:**

Road, ...	\$16,539,765.21
Equipment, ...	564,342.29
Investment since June 30, 1907, ...	1,273,724.23
Total, ...	\$18,377,831.73
Net total, ...	\$18,377,831.73
Cost per mile of line, ...	123,083.52

Income Account.

OPERATING INCOME:

Rail operations:

Operating revenues, . . . \$3,022,720.19

Operating expenses, . . . 1,733,232.66

Net operating revenue, . . . \$1,289,487.53

Total net revenue, . . . \$1,289,487.53

Taxes accrued, . . . 104,875.02

Operating income, . . . \$1,184,612.51

OTHER INCOME:

Other Rents — Credits:

Joint facilities, . . . \$13,007.54

Dividends declared on stocks owned
or controlled, . . . 32,800.00Interest on other securities, loans,
and accounts, . . . 6,814.09

Miscellaneous income, . . . 10,564.63

Total other income, . . . 63,186.26

Gross corporate income, . . . \$1,247,798.77

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads, \$91,854.00

Other rents — debits:

Hire of equipment — balance, \$104,973.04

Joint facilities, . . . 19,150.65

Miscellaneous rents, . . . 518.00 124,641.69

Interest accrued on funded debt, . . . 535,140.00

Other interest, . . . 83,057.53

Other deductions, . . . Cr. 1,775.01

Total deductions from gross
corporate income, . . . 832,918.21

Net corporate income, . . . \$414,880.56

Balance for year carried forward to credit of profit and
loss, . . . \$414,880.56

Profit and Loss Account.

EXPLANATION OF ADDITIONS AND DEDUCTIONS FOR YEAR ENDING JUNE 30, 1910.

ADDITIONS.

Adjustments — property abandoned, etc., . . . \$1,700.00

Surplus from operations for year ending June 30,
1910, . . . 414,880.56

Total additions, . . . \$416,580.56

DEDUCTIONS.

Adjustments—property abandoned, etc., ...	\$198,218.00
Various adjustments affecting operations previous to current year, ...	11,872.04
Total deductions, ...	\$210,090.04
Net additions, ...	\$206,490.52

Debit.	Credit.
Balance June 30, 1909, . . \$1,818,958.07	Balance for year brought forward from Income Account, ...
Deductions for Year, . . . 210,090.04	Additions for Year, . . . \$416,580.56
Balance Credit, June 30, 1910, carried to Balance Sheet— p. 176, ...	Balance Debit, June 30, 1910, carried to Balance Sheet— p. 176, ... 1,112,462.55
<u>\$1,529,048.11</u>	<u>\$1,529,048.11</u>

Operating Revenues.

I. REVENUE FROM TRANSPORTATION:

Total Revenues.

Freight revenue, ...	\$2,520,890.59
Passenger revenue, ...	337,955.81
Excess baggage revenue, ...	1,940.40
Mail revenue, ...	15,339.48
Express revenue, ...	30,116.30
Milk revenue (on passenger trains), ...	90,442.10
Other passenger-train revenue, ...	2,858.79
Total passenger service train revenue, ...	\$478,652.88
Switching revenue, ...	10,517.25
Special service train revenue, ...	790.48
Total revenue from transportation, ...	\$3,010,851.20

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:

Station and train privileges, ...	\$809.41
Parcel-room receipts, ...	61.65
Storage—freight, ...	66.18
Storage—baggage, ...	59.30
Car service, ...	7,649.30
Rents of buildings and other property, ...	1,060.88
Miscellaneous, ...	2,162.27
Total revenue from operations other than transportation, ...	\$11,868.99
Total operating revenues—entire line, ...	\$3,022,720.19

Operating Expenses.—Continued.**Securities Owned — Stocks.**

Name of corporation and security.	Par value of stocks owned not held in sinking or other funds. Pledged.	Valuation.	DIVIDENDS DECLARED.	
			Rate.	Amount.
Hartford and Conn. Western R. R. Co., ...	\$1,640,000.00	\$1,150,068.00	2	\$32,800.00
Total, ...	\$1,640,000.00	\$1,150,068.00	2	\$32,800.00

Securities Owned — Funded Debt.

Name of corporation and security.	Par value of stocks owned not held in sinking or other funds. Pledged.	Valuation.	INTEREST ACCRUED.	
			Rate.	Amount.
Newburgh, Dutchess and Connecticut R. R. Co., ...	\$150,000.00	\$150,000.00	7	
Total, ...	\$150,000.00	\$150,000.00		

Summary of Securities Owned.

Stocks of railway companies — active, . . . \$1,640,000.00 \$32,800.00

Total, ... \$1,640,000.00 \$32,800.00

FUNDED DEBT:

Funded debt of railway companies — inactive, . . \$150,000.00

Total, ... \$150,000.00

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.**A. INCOME AND DISBURSEMENTS DURING THE YEAR.**

None.

B. ASSETS ON JUNE 30, 1910.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

Hartford and Connecticut Western R. R. Co., betterments, Cons.

Springfield Branch, ... \$800,060.57

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

None.

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

None.

Operating Expenses.

Account.	Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
I. Maintenance of Way and Structures :			
Superintendence, ...	\$23,509.20	4.60	1.35
Ballast, ...	20,542.16	4.05	1.18
Ties, ...	60,814.90	11.90	3.51
Rails, ...	36,519.31	7.15	2.11
Other Track Material, ...	22,126.86	4.33	1.27
Roadway and Track, ...	212,205.39	41.53	12.24
Removal of Snow, Sand and Ice, ...	13,886.82	2.72	.80
Bridges, Trestles and Culverts, ...	68,387.04	13.39	3.95
Over and Under Grade Crossings, ...	1,809.99	.26	.07
Grade Crossings, Fences, Cattle Guards and Signs, ...	11,675.16	2.29	.67
Snow and Sand Fences and Snowsheds, ...	698.07	.13	.04
Signals and Interlocking Plants, ...	2,741.70	.53	.15
Telegraph and Telephone Lines, ...	1,978.31	.38	.11
Buildings, Fixtures and Grounds, ...	28,484.22	5.56	1.64
Docks and Wharves, ...	408.50	.07	.02
Roadway Tools and Supplies, ...	5,274.07	1.03	.30
Injuries to Persons, ...	237.68	.05	.01
Stationery and Printing, ...	1,196.29	.23	.06
Maintaining Joint Tracks, Yards, and Other Facilities—Dr., ...	5,180.78	1.01	.30
Maintaining Joint Tracks, Yards, and Other Facilities—Cr., ...	6,214.89	1.21	.30
Total Maintenance of Way and Structures,	510,912.08	100.00	29.48
II. Maintenance of Equipment :			
Superintendence, ...	\$16,208.10	6.02	.94
Steam Locomotives—Repairs, ...	147,433.29	54.84	8.51
Steam Locomotives—Renewals, ...	Cr. 182.81	Cr. .06	Cr. .01
Steam Locomotives—Depreciation, ...	18,998.50	7.06	1.10
Passenger-Train Cars—Repairs, ...	14,662.75	5.45	.85
Passenger-Train Cars—Renewals, ...	649.07	.24	.04
Passenger-Train Cars—Depreciation, ...	3,886.75	1.44	.23
Freight-Train Cars—Repairs, ...	56,357.89	20.95	3.25
Freight-Train Cars—Renewals, ...	370.49	.13	.02
Freight-Train Cars—Depreciation, ...	3,614.91	1.34	.21
Work Equipment—Repairs, ...	1,018.89	.38	.06
Work Equipment—Renewals, ...	198.49	.07	.01
Work Equipment—Depreciation, ...	1,336.45	.50	.07
Shop Machinery and Tools, ...	3,781.01	1.39	.23
Injuries to persons, ...	2,291.07	.85	.13
Stationery and Printing, ...	1,057.17	.39	.06
Maintaining Joint Equipment at Termi- nals—Dr., ...	3,029.65	1.16	.17
Maintaining Joint Equipment at Termi- nals—Cr., ...	5,782.26	2.15	.33
Total Maintenance of Equipment, ...	\$268,929.41	100.00	15.53

Operating Expenses—Continued.

Account.	Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
Traffic Expenses :			
Superintendence, ...	\$9,881.16	46.88	.57
Advertising, ...	2,672.58	12.74	.16
Traffic Associations, ...	388.98	1.62	.02
Stationery and Printing, ...	8,131.05	38.76	.46
Total Traffic Expenses, ...	\$20,978.77	100.00	1.21
Transportation Expenses :			
Superintendence, ...	\$19,093.89	2.14	1.10
Dispatching Trains, ...	11,860.62	1.27	.65
Station Employees, ...	159,415.69	17.84	9.19
Weighing and Car-Service Associations, ...	411.75	.05	.02
Station Supplies and Expenses, ...	7,741.85	.87	.44
Yardmasters and their Clerks, ...	24,629.05	2.76	1.43
Yard Conductors and Brakemen, ...	44,123.80	4.94	2.54
Yard Switch and Signal Tenders, ...	1,669.00	.19	.09
Yard Supplies and Expenses, ...	870.55	.10	.05
Yard Enginemen, ...	21,813.23	2.38	1.23
Enginehouse Expenses—Yard, ...	3,950.11	.44	.22
Fuel for Yard Locomotives, ...	32,352.01	8.61	1.67
Water for Yard Locomotives, ...	1,728.46	.19	.10
Lubricants for Yard Locomotives, ...	704.74	.08	.04
Other Supplies for Yard Locomotives, ...	812.81	.09	.05
Operating Joint Yards and Terminals—Dr., ...	37,901.48	4.24	2.19
Operating Joint Yards and Terminals—Cr., ...	124,750.17	13.96	7.20
Road Enginemen, ...	111,204.45	12.44	6.42
Enginehouse Expenses—Road, ...	28,544.66	3.18	1.65
Fuel for Road Locomotives, ...	251,086.82	28.09	14.48
Water for Road Locomotives, ...	12,933.19	1.45	.75
Lubricants for Road Locomotives, ...	4,817.28	.48	.25
Other Supplies for Road Locomotives, ...	4,304.91	.48	.25
Road Trainmen, ...	129,792.53	14.52	7.49
Train Supplies and Expenses, ...	12,911.81	1.44	.75
Interlockers, Block and Other Signals— Operation, ...	11,353.22	1.27	.66
Crossing Flagmen and Gatemen, ...	10,855.90	1.21	.63
Clearing Wrecks, ...	2,488.65	.28	.14
Telegraph and Telephone—Operation, ...	2,176.95	.25	.13
Operating Floating Equipment, ...	4,311.81	.48	.25
Stationery and Printing, ...	8,280.98	.98	.48
Other Expenses, ...	189.11	.02	.01
Loss and Damage—Freight, ...	12,319.14	1.38	.71
Loss and Damage—Baggage, ...	56.87	.01	.01
Damage to Property, ...	3,786.20	.42	.22
Damage to Stock on Right of Way, ...	1,755.67	.20	.10
Injuries to Persons, ...	35,888.43	4.01	2.07
Operating Joint Tracks and Facilities—Dr., ...	2,471.14	.28	.14
Operating Joint Tracks and Facilities—Cr., ...	438.07	.05	.03
Total Transportation Expenses, ...	\$893,718.02	100.00	51.56
General Expenses :			
Salaries and Expenses of General Officers, ...	\$3,864.02	9.99	.22
Salaries and Expenses of Clerks and At- tendants, ...	18,344.92	47.40	1.06
General Office Supplies and Expenses, ...	841.65	2.17	.0

Operating Expenses.—Continued.

Account.	Amount.	Ratio to Total of General Account.	Ratio to Total Operating Expenses.
General Expenses — Continued :			
Law Expenses, ...	4,738.81	12.21	.27
Insurance, ...	5,989.78	15.85	.84
Stationery and Printing, ...	2,611.83	6.75	.15
Other Expenses, ...	2,878.87	6.13	.14
Total General Expenses, ...	\$38,699.38	100.00	2.28
Recapitulation of Expenses :			
Maintenance of Way and Structures, ...	\$510,912.08	.....	29.48
Maintenance of Equipment, ...	268,929.41	.....	15.52
Traffic Expenses, ...	20,978.77	.....	1.21
Transportation Expenses, ...	893,718.02	.....	51.56
General Expenses, ...	88,699.88	.....	2.28
Total operating expenses, ...	\$1,733,232.66	.....	100.00

Ratio of operating expenses to operating revenues, 57.34 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.**A. OUTSIDE OPERATIONS.**

None.

B. OTHER PROPERTIES.

None.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility leased.	Location.	Name of lessee.	Amount.
Joint tracks :	Between Hopewell and Poughkeepsie, N. Y.,	New York, New Haven & Hartford R. R. Co.,	\$4,241.16
	Between Hopewell and Matteawan, N. Y.,	New York, New Haven & Hartford R. R. Co.,	2,255.70
	Between Campbell Hall and Hopewell Jct., N. Y.,	New York, Ontario & Western Ry. Co.,	43.50
Joint Yards and Terminals :	Campbell Hall, Trans. (Maybrook, N. Y.),	Erie R. R. Co.,	4,092.52
	Campbell Hall, Trans. (Maybrook, N. Y.),	Lehigh & Hudson River Ry. Co.,	517.22
	Campbell Hall, Trans. (Maybrook, N. Y.),	New York, New Haven & Hartford R. R. Co.,	1,685.47
	Campbell Hall, Trans. (Maybrook, N. Y.),	New York, Ontario & Western Ry. Co.,	171.97
Total, ...			\$13,007 54

Rents Receivable.—Continued.**2. FROM LEASE OF ROAD.**

None.

3. MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

Source of income.	Gross income.	Expenses.	Net miscellaneous income.
Rents Received (Miscellaneous), . . .	\$7,127.88	.....	\$7,127.88
Rents Received (Dwellings), . . .	5,122.81	\$1,685.51	3,437.30
Total, ...	\$12,250.14	\$1,685.51	\$10,564.63

Rents Payable.**1. FOR JOINT FACILITIES.**

Facility leased.	Location.	Name of lessor.	Amount.
Joint Tracks :	Between Agawam Jct. and Springfield, Mass.	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. R. Co. Lessees),	\$11,250.00
Joint Yards and Terminals :	Springfield, Mass., .	Boston & Albany R. R. Co. (N. Y. C. & H. R. R. R. Co. Lessees),	4,624.87
	Campbell Hall, N. Y.,	New York, Ontario & Western Ry. Co., .	852.84
	Campbell Hall Tfr. (Maybrook), N. Y.,	Lehigh & Hudson River Ry. Co., .	48.00
	Winsted, Conn., .	New York, New Haven & Hartford R. R. Co.	2,880.44
Total, ...			\$19,150.65

2. FOR LEASE OF ROAD.

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
Hartford & Conn. Western R. R. Co., Springfield Branch, New York, New Haven & Hartford R. R. Co., . . .	\$31,500.00	\$59,854.00	.....	\$90,854.00
	.....	.....	\$1,000.00	1,000.00
Total, ...	\$31,500.00	\$59,854.00	\$1,000.00	\$91,854.00

Rents Payable.—Continued.**3. MISCELLANEOUS RENTS.**

Description of property, miscellaneous; location, various; name of lessor, various; amount, \$518.00.

Other Deductions from Income.

Nature of deduction: Rentals paid N. D. & C. R. R. Co. from Nov., 1905, to June, 1907; amount, \$1,775.01. Credit.

Separately Operated Properties.

None.

Hire of Equipment.**A. EQUIPMENT LEASED.**

None.

B. EQUIPMENT INTERCHANGED.

Kind of equipment.	BASIS OF COMPENSATION.				Total compensation.
	Number locomotive-days or car-days.	Rate.	Number locomotive-miles or car-miles.	Rate.	
I. Accrued on equipment borrowed:					
Passenger locomotives, ...	5507½	Various	.....	Various	\$5,083.86
Work locomotives, ...	5½	Various	.....	Various	46.00
Passenger-train cars, ...	751	Various	235,103	Various	7,172.57
Freight-train cars, . . . . .	.....	.....	403,473	Various	107,329.36
Freight reclama, . . . . .	.....	.....	.....	Various	897.55
Work cars, ...	1	Various	.....	Various	5.75
Total, ...	1,316½	.....	637,575	.....	\$120,389.96
II. Accrued on equipment loaned:					
Passenger locomotives, ...	1,380	Various	.....	Various	\$429.70
Freight locomotives, ...	2,799	Various	.....	Various	3,076.36
Work locomotives, ...	5¼	Various	.....	Various	47.25
Passenger-train cars, . . . . .	.....	.....	254,890	Various	4,468.49
Freight-train cars, ...	31,659	Various	24	Various	8,415.64
Freight reclama, . . . . .	.....	.....	.....	.....	1,503.21
Work cars, ...	534	Various	.....	Various	183.56
Total, ...	36,371¼	.....	254,914	.....	\$18,196.43

Mileage Paid on Private Cars for Year Ending June 30, 1910.

Name of Owner.		2c. Rate.	6/10c. Rate.	3/4c. Rate.	Amount.
Armour Car Lines, ...	Refrig.,	.....	.....	53,666	\$402.53
American Cotton Oil Co., . .	Tank,	.....	.....	1,440	10.80
American Refrigerator Transit Co.,	Refrig.,	.....	.....	7,882	59.12
Atlantic Seaboard Despatch, . .	Refrig.,	.....	.....	240	1.80
Arms Palace Horse Car Co., . .	Horse,	.....	1,420	.....	8.52
Balto Tank Line, ...	Tank,	.....	.....	585	4.08
Barton, J. K., ...	Tank,	.....	.....	40	.30
Barrett Mfg. Co., ...	Tank,	.....	.....	200	1.50
Berwind-White Coal Mining Co.,	Coal,	.....	67,047	.....	402.27
Bells Gap, ...	Tank,	.....	1,288	.....	7.72
Chicago, New York & Boston Refrigerator Co., ...	Refrig.,	.....	.....	1,124	8.45
Chicago Refrigerator Car Co., . .	Refrig.,	.....	.....	400	3.00
Cleveland Provision Co., . . .	Refrig.,	.....	.....	184	1.01
Cold Blast Transportation Co., . .	"	.....	.....	511	3.88
Complanter's Tank Line, ...	Tank,	.....	.....	1,640	12.30
Cudahy Refrigerator Line, . . .	Refrig.,	.....	.....	71,600	587.00
Crystal Tank Line, ...	Tank,	.....	.....	600	4.50
Dairy Shipper's Despatch, . . .	Refrig.,	.....	.....	5,920	44.40
Dold, Jacob Packing Co., . . .	Refrig.,	.....	.....	1,720	12.90
Doud Stock Car Co., ...	Horse,	.....	240	.....	1.44
Excelsior Oak Extract Co., . . .	Tank,	.....	.....	80	.60
E. Jersey R.R. & Term. Co., . .	Tank,	.....	.....	10,120	75.90
Emery Manufacturing Co., . . .	Tank,	.....	.....	80	.60
Freedom Oil Works Co., ...	Tank,	.....	.....	240	1.80
Fox River Dispatch Co., ...	Refrig.,	.....	.....	54	.41
German-American Car Lines, . . .	Tank,	.....	.....	848	6.86
Gulf Refining Co., ...	Tank,	.....	.....	160	1.20
General Electric Co., ...	Flat,	.....	40	.....	.24
Heald, John H. Co., ...	Tank,	.....	.....	640	4.80
Heinz, H. J. Co., ...	Refrig.,	.....	.....	880	6.60
Indian Refining Co., ...	Tank,	.....	.....	2,180	15.98
Jamison Coal & Coke Co., . . .	Coal,	.....	856	.....	Cr. 5.14
Kentucky Refining Co., ...	Tank,	.....	.....	80	.60
Kellogg, Spencer & Co., ...	Tank,	.....	.....	640	4.80
Keystone Coal & Coke Co., . . .	Coal,	.....	40	.....	.24
Libby, McNeil & Libby, ...	Refrig.,	.....	.....	120	.90
Loyal Hanna Coal & Coke Co., . .	Coal,	.....	80	.....	.48
Live Poultry Trans. Co., ...	Poultry,	.....	.....	80	.60
Lackawanna Live Stock Trans. Co.,	Refrig.,	.....	.....	80	.60
Mather Horse & Stock Car Co., . .	Horse,	.....	280	.....	1.68
Milwaukee Refrigerator Trans. Co.,	Refrig.,	.....	.....	7,942	59.57
Merchant's Despatch Trans. Co., .	Refrig.,	.....	.....	10,752	80.65
Morris & Co., ...	Refrig.,	.....	.....	21,150	158.64
Morrisdale Coal Co., ...	Coal,	.....	4,408	.....	26.45
Missouri River Despatch, ...	Refrig.,	.....	.....	721	5.41
Morton Gregson Car Line, ...	Refrig.,	.....	.....	80	.60
National Despatch Line, ...	Com.,	.....	676	.....	4.06
National Car Line Co., ...	Refrig.,	.....	.....	11,854	88.91
Penn. Beach Creek & East Coal Co.,	Coal,	.....	124	.....	.74
Carried forward, . . . .	.....	.....	76,499	195,681	\$2,081.97

Car Mileage—Continued.

Name of owner.		9c. Rate.	6/10c. Rate.	3/4c. Rate.	Amount.
<i>Brought forward,</i>			76,499	195,631	\$2,081.97
Pacific Fruit Express,	Refrig.,			5,118	38.40
Penn. Gas & Coal Co.,	Coal,		3,712		22.26
Penn. Coal & Coke Co.,	Coal,		2,760		16.56
Proctor & Gamble,	Tank,			1,160	8.70
Pittsburgh Coal Co.,	Coal,		200		1.20
Pittsburgh Buffalo Co.,	Coal,		80		.48
Produce Shippers Despatch,	Refrig.,			40	.30
Quemahoning Co.,	Coal,		188		1.13
Republic Refrigerator Co.,	Refrig.,			120	.90
River Coal Co.,	Coal,		80		.48
St. Louis Refrig. Car Co.,	Refrig.,			6,760	50.70
Santa Fe Refrigerator Despatch,	Refrig.,			6,518	48.85
Shippers Refrig. Car Co.,	Refrig.,			1,501	11.26
Smethport Extract Co.,	Tank,			520	3.90
Solvay Process Co.,	Tank,			320	2.40
Swift Refrig. Trans. Co.,	Refrig.,			4,442	33.23
Superior Oil Works,	Tank,			278	2.09
Susquehanna Coal Co.,	Coal,		280		1.68
Sterling Coal Co.,	Coal,		1,688		10.13
Streets Western Stable Car Line,	Horse,		720		4.82
Southern Cotton Oil Co.,	Tank,			120	.90
Seneca Oil Works,	Tank,			160	1.20
Texas Co.,	Tank,			27	.20
Titusville Oil Works,	Tank,			240	1.80
Tanners & Dyers' Extract Co.,	Tank,			400	3.00
Tide Water Oil Co.,	Tank,			120	.90
Texas City Refining Co.,	Tank,			147	1.10
U S. Industrial Alcohol Co.,	Tank,			400	3.00
Union Petroleum Co.,	Tank,			920	6.90
Union Refrig. Trans. Co.,	Refrig.,			2,854	21.40
Union Tank Line,	Tank,			14,994	112.47
United Coal Co.,	Coal,		80		.48
Valvoline Oil Works,	Tank,			2,920	21.90
Waverly Oil Co.,	Tank,			7,480	56.10
Western Refrig. Despatch,	Refrig.,			160	1.20
Westmoreland Coal Co.,	Coal,		14,858		86.15
White City Refrig. Despatch,	Refrig.,			268	2.02
Wilburine Oil Works,	Tank,			680	5.10
Wood Products Co.,	Tank,			240	1.80
Western Heater Despatch,	Com.,		280		1.68
Webster Coal & Coke Co.,	Coal,		5,421		32.52
Pullman Co.,		886			6.72
Total,			106,846	275,285	\$2,709.48

Hire of Equipment—Concluded.**C. PRIVATE CARS.**

Name of owner.	Description.	Number car-miles.	COMPENSATION.	
			Rate.	Amount.
See detailed statement attached, . . . . .	.....	886	.02	\$6.72
.....	.....	106,846	6/10	688.07
.....	.....	275,285	3/4	2,064.64
	Add fractional difference, .....	.....	.....	\$2,709.43
				.05
	Total, . . . . .	.....	.....	\$2,709.48

Recapitulation of Hire of Equipment.

Account.	Amount receivable.	Amount payable.
Equipment interchanged, ...	\$18,126.42	\$120,889.98
Private Cars, . . . . .	.....	2,709.48
Total, ...	\$18,126.42	\$123,599.46
Balance, . . . . .	.....	\$104,973.04

Taxes and Assessments.**A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.**

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.	Internal Revenue U. S. Government.	Total.
	On the value of real and personal property.	On the value of stocks or bonds, or on valuation based on earnings, dividends, or other results of operation.			
Central New England Ry. Co., New York, Ind. & Conn. Western R.R. Co., New York.	\$74,911.23	\$4,514.40	\$1,020.30	\$4,237.63	\$84,683.55
Connecticut, ...	6,709.54	599.54	.....	543.16	7,852.24
Massachusetts, ...	515.16	11,092.68	.....	.....	11,607.84
	9.36	722.03	.....	.....	731.39
Total, ...	\$82,145.29	\$16,928.65	\$1,020.30	\$4,780.79	\$104,875.02

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 1:

Double track extended from one mile west of Relyeas Crossing to St. Elmo, N. Y., 2.56 miles.

Double track extended westward in connection with yard improvements, Maybrook, N. Y., .29 miles.

Double track extended through Highland yard to west end, .86 miles.

No. 2:

Track abandoned between West Pine Plains and West Salt Point, N. Y., 5.9 miles.

No. 3:

New bridges and repair parts main line (N. D. & C. Div.).

Rebuilding two mile track (Hopewell Branch).

Construction west-bound receiving yard, Maybrook, N. Y.

Reconstruction yard (Campbell Hall transfer), Maybrook, N. Y.

Extension passing siding (Hopewell Branch).

Construction double track east and west of Modena, N. Y.

Laying water main, Modena, N. Y.

Building connection between the main line and Hospital Branch, Poughkeepsie, N. Y.

Purchase of new 80 lb. rail, 4,900 tons.

Electric block manual control signals, Highland-Maybrook, N. Y.

Water treating plant, Maybrook, N. Y.

Switch locks and telephone automatic signals, Maybrook, N. Y.

Extension of double track to Hopewell yard, Hopewell, N. Y.

Double tracking between Hopewell and Poughkeepsie, N. Y.

Purchase of land, Hopewell Junction, N. Y.

Connecting water main, Poughkeepsie, N. Y.

Construction storehouses, Maybrook, N. Y.

Construction four sidings, St. Elmo, N. Y.

Side track for Schatz Mfg. Co., Poughkeepsie, N. Y.

Side track for Fiat Auto Co., Poughkeepsie, N. Y.

Water station, Stanfordville, N. Y.

Station siding, Van Wagners, N. Y.

Sewerage connection, Poughkeepsie, N. Y.

Icing plant, Maybrook, N. Y.

Rebuilding bridge, Arthursburg, N. Y.

Rebuilding bridge, east of McIntyre, N. Y.

Rebuilding bridge, east of Tanners, N. Y.

Repairing bridge, Clinton Corners, N. Y.

Rebuilding bridge, Hibernia, N. Y.

Rebuilding bridge, Tanners, N. Y.

Important Changes During the Year — Continued.

New bridge, Willow Brook, N. Y.

Construction team delivery track, Matteawan, N. Y.

Reconstruction side track, Modena, N. Y.

Filling trestle, Fishkill Landing, N. Y.

Ballasting thirteen miles of track on main line, Modena, N. Y.

New equipment: Five locomotives, six passenger coaches, six combination coaches, four milk cars, six caboose cars.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. None.

No. 10. None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
	\$17,104,107.50	Investment to June 30, 1907, . .		\$17,104,107.50	
\$16,539,785.31		(a) Road—page 163, ...	\$16,539,785.31		
564,342.39		(b) Equipment—page 163, ...	564,342.39		
	775,116.40	Investment since June 30, 1907, . .		1,373,734.23	
709,533.54		(a) Road—page 163, ...	1,066,916.69		\$367,390.15
65,979.86		(b) Equipment—page 163, ...	306,807.54		141,327.68
	\$17,879,233.90	Total, ...		\$18,577,831.73	\$498,607.83
		II. Securities—			
	1,150,068.00	Securities of proprietary, affili-			
		ated, and controlled com-			
1,150,068.00		panies—pledged—	\$1,150,068.00	\$1,150,068.00	
		(a) Stocks—page 165, ...			
		Securities issued or assumed—			
		pledged—		150,000.00	
		(b) Funded debt—page 165, . .	150,000.00		150,000.00
	\$1,150,068.00	Total, ...		\$1,300,000.00	150,000.00
	790,983.45	III. Other Investments—			
		Betterments—Page 165, ...		800,000.87	7.12
	\$790,983.45	Total, ...		\$800,000.87	\$9,077.12
		Working Assets;			Credit.
	\$512,590.35	Cash, ...		\$570,133.39	\$57,533.13
	760.00	Loans and bills receivable, . .			760.00
	163,716.46	Traffic and car-service balances			
		due from other companies, . .		181,468.35	17,776.89
	51,123.23	Net balance due from agents			
		and conductors, ...		61,792.48	10,669.16
	35,087.77	Miscellaneous accounts receiv-		297,999.57	262,941.80
		able, ...		237,501.55	63,998.08
	173,061.47	Materials and supplies, ...			
	\$936,899.27	Total, ...		\$1,349,000.33	\$412,101.06
		Accrued Income Not Due:			
	10,933.33	Unmatured interest, dividends,		10,933.33	
		and rents receivable, ...			
	1,065.00	Deferred Debit Items:		1,065.00	
	2,973.73	(a) Working funds, ...			
		Rents and insurance paid in ad-		2,086.08	53.30
		vance, ...			Credit.
		Special deposits, ...		41,400.00	41,400.00
	153,435.07	Other deferred debit items, . .		47,983.76	105,501.32
	\$157,473.80	Total, ...		\$93,484.73	\$64,048.08
		Profit and Loss:			Credit.
	1,318,953.07	Balance—page 164, ...		\$1,112,463.56	\$206,490.53
	\$22,344,539.33	Grand Total, ...		\$23,042,776.39	\$798,246.47

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	\$3,550,000.00	Stock:	.....	\$3,550,000.00	.....
\$4,800,000.00	.....	Capital stock—page 153, .	.....	.....	.....
.....	.....	(a) Common stock, not held by company, .	\$4,800,000.00	.....	.....
3,750,000.00	.....	(b) Preferred stock, not held by company, .	3,750,000.00	.....	.....
.....	\$3,550,000.00	Total, . . . . .	.....	\$3,550,000.00	.....
.....	\$10,514,500.00	Mortgage, Bonded and Secured Debt:	.....	.....	.....
\$3,100,000.00	.....	Funded debt—page 159, .	.....	\$10,664,500.00	.....
8,414,500.00	.....	(a) Mortgage bonds, not held by company, .	\$3,250,000.00	.....	\$150,000.00
.....	209,125.00	(d) Income bonds, not held by company, . . .	8,414,500.00	.....	.....
.....	.....	Equipment and betterments—page 165, . . . . .	.....	209,125.00	.....
.....	\$10,723,625.00	Total, . . . . .	.....	\$10,873,625.00	\$150,000.00
.....	\$1,847,692.50	Working Liabilities:	.....	\$3,592,388.96	\$744,696.46
.....	30,942.79	Loans and bills payable, .	.....	59,259.46	29,009.67
.....	112,379.12	Traffic and car-service balances due to other companies, . . . . .	.....	173,990.61	61,011.49
.....	9,090.39	Audited vouchers and wages unpaid, . . . . .	.....	48,580.55	39,431.16
.....	362,500.00	Miscellaneous accounts payable, . . . . .	.....	244,080.00	118,480.00
.....	.....	Matured interest, dividends, and rents unpaid, . . .	.....	.....	.....
.....	\$2,361,808.80	Total, . . . . .	.....	\$3,117,472.58	\$755,668.78
.....	\$596,704.15	Accrued Liabilities Not Due:	.....	451,481.94	Credit \$115,222.21
.....	.....	Unmatured interest, dividends, and rents payable, . . . . .	.....	.....	.....
.....	\$596,704.15	Total, . . . . .	.....	\$451,481.94	Credit \$115,222.21
.....	\$42,396.87	Deferred Credit Items:	.....	51,196.77	8,799.90
.....	.....	Other deferred credit items, . . . . .	.....	.....	.....
.....	\$42,396.87	Total, . . . . .	.....	\$51,196.77	\$8,799.90
.....	\$22,244,529.82	Grand Total, . . . . .	.....	\$23,042,776.29	\$799,246.47

Contracts, Agreements, etc., Year ending June 30, 1910.

1. Express companies; 2. Mails; 3. Sleeping, Parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts.

No. 1. None, except as previously reported.

No. 2. None, except as previously reported.

No. 3. None.

Nos. 4, 5, and 6:

This company has arrangements with its connections for the interchange of freight and passengers in accordance with regular published tariffs, whereby it receives in some cases its local rates and in other cases an arbitrary or proportion of the through rate based on relative mileage.

No. 7. None, except as previously reported.

No. 8. None, except as previously reported.

No. 9. None.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Average daily compen- sation.
General Officers, ...	1	365	\$1,500.00	\$4.16
Other Officers, ...	17	5,740	28,725.37	5.00
General Office Clerks, ...	30	9,819	17,854.76	1.86
Station Agents, ...	54	19,540	40,479.48	2.07
Other Station Men, ...	197	60,181	108,631.16	1.72
Enginemen, ...	60	21,449	89,785.52	4.18
Firemen, ...	58	21,299	47,485.75	2.23
Conductors, ...	81	18,846	60,885.64	3.23
Other Trainmen, ...	156	50,815	117,425.31	2.33
Machinists, ...	87	12,142	33,530.04	2.76
Carpenters, ...	55	15,868	37,866.62	2.46
Other Shopmen, ...	129	37,894	84,849.94	2.27
Section Foremen, ...	55	17,406	41,304.06	2.37
Other Trackmen, ...	242	67,100	102,249.71	1.52
Switch Tenders, Crossing Tenders and Watchmen, ...	96	31,474	46,847.51	1.47
Telegraph Operators and Dispatchers, ...	81	18,476	32,914.98	2.44
All other Employees and Laborers, ...	275	85,642	160,526.94	1.87
Total (including "General Officers"),	1,524	487,006	\$1,046,812.74	\$2.15
Less "General Officers,"	1	365	1,500.00	4.16
Total (excluding "General Officers"),	1,523	486,641	\$1,045,312.74	\$2.11
Distribution of Above :				
Maintenance of Way and Structures, ...	518	187,182	\$253,140.78	\$ 1.85
Maintenance of Equipment, ...	334	109,198	225,223.28	2.06
Traffic Expenses, ...	8	2,810	8,410.52	2.99
Transportation Expenses, ...	639	228,216	589,983.50	2.37
General Expenses, ...	30	9,600	20,054.76	2.09
Total (including "General Officers"),	1,524	487,006	\$1,046,812.74	\$2.15
Less "General Officers,"	1	365	1,500.00	4.16
Total (excluding "General Officers"),	1,523	486,641	\$1,045,312.74	\$2.11
Total (including "General Officers"),— Entire Line, ...	1,524	487,006	\$1,046,812.74	\$2.15.

Traffic and Mileage Statistics. — (Entire Line.)

Item.	No. passengers, tonnage, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	965,198			
No. of passengers carried one mile,	14,558,281			
No. of passengers carried 1 mile per mile of rd.	51,633			
Average distance carried, miles, ...	15.08			
Total passenger revenue,		387,955	81	
Average am't received from each passenger,			85	0.14
Average receipts per passenger per mile, ...			02	3.15
Total passenger service train revenue,		478,652	88	
Passenger service train rev'nue per mile of rd.		1,694	35	
Passenger service train rev'nue per train mile,			72	1.70
Freight Traffic:				
No. of tons carried of freight earning revenue,	4,489,198			
No. of tons carried one mile,	207,327,914			
No. of tons carried one mile per mile of road,	733,908			
Average distance haul of one ton, miles, ...	46.18			
Total freight revenue,		2,520,890	59	
Average am't received for each ton of freight,			56	1.55
Average receipts per ton per mile, ...			01	2.16
Freight revenue per mile of road, ...		8,923	79	
Freight revenue per train mile, ...			3 04	7.71
Total Traffic :				
Operating revenues, ...		3,022,720	19	
Operating revenues per mile of road, ...		10,699	89	
Operating revenues per train mile, ...			2 15	0.67
Operating expenses, ...		1,738,232	66	
Operating expenses per mile of road, ...		6,135	84	
Operating expenses per train mile, ...			1 23	3.14
Net operating revenue, ...		1,289,487	53	
Net operating revenue per mile of road, ...		4,564	56	
Average number of passengers per car mile,				
Average No. of passengers per train mile,	8			
Average No. of passengers per train mile,	22			
Average No. of passenger cars per train mile,	2.77			
Average No. tons freight per loaded car mile,	19.78			
Average No. of tons of freight per train mile,	254.89			
Average No. of freight cars per train mile,	20.68			
Average No. of loaded cars per train mile,	12.89			
Average No. of empty cars per train mile,	7.04			
Average mileage operated during year, ...	282.50			

LOCOMOTIVE MILEAGE.

REVENUE SERVICE —

Freight locomotive-miles, ...	741,798
Passenger locomotive-miles, ...	591,674
Mixed locomotive-miles, ...	71,597
Special locomotive-miles, ...	745
Switching locomotive-miles, ...	216,684

Total revenue locomotive mileage, ...

1,622,498

Nonrevenue service locomotive-miles, ...

53,198

Traffic and Mileage Statistics. — (Entire Line.)— *Concluded.*

CAR MILEAGE.

REVENUE SERVICE —

Freight Car-Miles —

Loaded, ...	10,486,596
Empty, ...	5,724,934
Caboose, ...	621,927

Total freight car-miles, ...	16,833,457
------------------------------------	------------

Passenger car-miles —

Passenger, ...	1,838,541
Sleeping, parlor, and observation, ...	452

Total passenger car-miles, ...	1,838,993
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Special car-miles —

Passenger, ...	1,234
Total revenue car mileage, ...	18,673,684
Nonrevenue service car-miles, ...	385,208

TRAIN MILEAGE.

REVENUE SERVICE —

Freight train-miles, ...	741,797
Passenger train-miles, ...	591,641
Mixed train-miles, ...	71,597
Special train-miles, ...	506

Total revenue train mileage, ...	1,405,541
Nonrevenue service train-miles, ...	53,198

Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain, ...	11,818	78,762	85,575	1.90
Flour, ...	4,858	68,605	67,958	1.51
Other Mill Products, ...	15,700	93,726	109,426	2.44
Hay, ...	18,324	86,678	99,902	2.23
Tobacco, ...	8,891	2,852	5,748	.18
Cotton, . . . . .	.....	40,894	40,894	.91
Fruit and Vegetables, ...	9,896	9,856	19,752	.44
Total, ...	58,877	370,878	429,250	9.56
Products of Animals:				
Live Stock, ...	1,059	2,919	3,978	.09
Dressed Meats, ...	1,578	13,770	15,348	.34
Other Packing-House Products, ...	245	6,619	6,864	.15
Poultry, Game and Fish, ...	100	1,074	1,174	.03
Wool, ...	487	40,375	40,842	.91
Hides and Leather, ...	844	32,852	33,196	.74
Total, ...	4,298	97,109	101,402	2.26
Products of Mines:				
Anthracite Coal, . . . . .	.....	1,689,869	1,689,869	37.63
Bituminous Coal, . . . . .	.....	410,525	410,525	9.15
Coke, ...	75	14,058	14,133	.33
Ores, ...	18,817	10,704	29,521	.66
Stone, Sand, and other like articles, ...	11,631	57,905	69,536	1.55
Total, ...	30,523	2,182,561	2,213,084	49.31
Products of Forests:				
Lumber, ...	45,453	95,081	140,534	3.13
Other Products of Forests, ...	1,573	21,493	23,066	.51
Total, ...	47,026	116,574	163,600	3.64
Manufactures:				
Petroleum and other Oils, ...	7,959	22,263	30,222	.63
Sugar, ...	102	2,852	2,954	.07
Iron—Pig and Bloom, ...	16,660	108,400	120,060	2.63
Iron and Steel Rails, . . . . .	.....	4,282	4,282	.10
Other Castings and Machinery, ...	17,642	50,892	68,534	1.53
Bar and Sheet Metal, ...	7,777	51,396	59,063	1.33
Cement, Brick and Lime, ...	66,066	163,564	229,630	5.13
Agricultural Implements, ...	640	605	1,245	.08
Wagons, Carriages, Tools, etc., ...	8,442	10,141	18,583	.31
Wines, Liquors and Beers, ...	5,057	5,212	10,269	.23
Household Goods and Furniture, ...	1,614	4,195	5,809	.13
Total, ...	126,959	418,692	545,651	12.15
Merchandise,	50,656	460,925	511,581	11.39
Miscellaneous—Other commodities not mentioned above, ...	49,629	474,996	524,625	11.69
Total Tonnage—Entire Line, ...	367,463	4,121,780	4,489,193	100.00

Item "Freight originating on this road": A separation of tonnage as between "Delivered to consignees" and "Delivered to other carriers" is not available. The figures shown in column "Delivered to consignees" represent the total of "Freight originating on this road."

Description of Equipment—(Entire Line).

Item.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	No. fitted with train brake.	No. fitted with Au- tomatic coupler.
Locomotives—owned or leased:						
Passenger, ...	18	8	8	18	18	18
Freight, ...	32	0	0	32	32	32
Switching, ...	8	2	0	10	10	10
Total Locomotives in Service,	58	5	8	60	60	60
Less Locomotives Leased,	4	0	0	4	0	0
Total Locomotives Owned,	54	5	8	56	60	60
Cars Owned or Leased:						
In Passenger Service—						
First-class cars, ...	13	6	1	18	18	18
Second-class cars, ...	11	0	1	10	10	10
Combination cars, ...	10	6	2	14	14	14
Baggage, Exp., and Postal cars,	8	0	1	7	7	7
Other Cars in Passenger Service,	6	5	2	9	9	9
Total, ...	48	17	7	58	58	58
In Freight Service—						
Box cars, ...	59	2	6	55	55	55
Flat cars, ...	37	0	2	35	35	35
Stock cars, ...	2	0	0	2	2	2
Coal cars, ...	160	0	4	156	156	156
Total, ...	258	2	12	248	248	248
In Company's Service—						
Officers' and Pay Cars, ...	1	0	0	1	1	1
Derrick cars, ...	4	0	0	4	4	4
Caboose cars, ...	27	8	8	32	3	32
Other Road cars, ...	55	2	4	58	58	58
Total, ...	87	10	7	90	61	90
Total Cars in Service, ...	398	29	26	396	367	396
Less Cars Leased, ...	0	0	0	45	0	0
Total Cars Owned, ...	0	0	0	351	0	0

Cars contributed to fast freight line service: None.

B. EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.
None.

Mileage—Entire Line.

(a) Mileage of road operated (all tracks) :

Line in Use.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
Miles of single track, . . .	42.90	106.52	128.96	1.65	8.50	278.58	275.08
Miles of second track, . . .	15.21	2.28	.....	.....	.....	17.49	17.49
Miles of yard track and sidings, ...	41.00	16.19	25.54	9.88	.....	92.56	92.56
Total Mileage Operated—(All Tracks), ...	99.11	124.99	149.50	11.48	8.50	388.58	385.08

(b) Mileage of line operated, by States and Territories (single track) :

State or Territory.	LINE OWNED.		Line operat'd under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
New York, ...	42.90	106.52	42.50	1.65	.....	198.57	198.57
Connecticut, . . . . .	.....	.....	77.26	.....	.....	77.26	77.26
Massachusetts, . . . . .	.....	.....	4.20	.....	8.50	7.70	4.20
Total Mileage Operated—(Single Track), ...	42.90	106.52	128.96	1.65	8.50	278.58	275.08

(c) Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
New York, ...	42.90	106.52	149.42	149.42
Total Mileage Owned—(Single Track), ...	42.90	106.52	149.42	149.42

Mileage—State of Connecticut.

(a) Mileage of road operated (all tracks) :

Line in Use.	Line operated under lease.	Total mileage operated.	Steel rails.
Miles of single track, . . .	77.26	77.26	77.26
Miles of yard track and sidings,	20.43	20.43	20.43
Total Mileage Operated— (All Tracks), . . .	97.69	97.69	97.69

(b) Mileage of line operated by States and Territories (single track).

State of Connecticut.	Line operated under lease.	Total mileage operated.	Steel rails.
Hartford & Conn. Western R.R. Co.	77.26	77.26	77.26
Total Mileage Operated— (Single Track), . . .	77.26	77.26	77.26

(c) Mileage of line owned by States and Territories (single track).

None.

Renewals of Rails and Ties.**NEW RAILS LAID DURING THE YEAR.**

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel, ...	25.00	56 lbs.	\$18.00
"	186.22	60 "	18.00
"	1.20	67 "	18.00
"	1,187.43	70 "	18.00
"	52.54	75 "	18.00
"	18.53	79 "	18.00
"	2,582.07	80 "	31.74
Total Steel, . . .	3,928.22	.....	\$27.03

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
First Class, ...	102,860	51.0 cts.
Second Class, ...	28,854	31.0 cts.
Total, ...	131,714	47.0 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal—tons.	Soft wood—cords.	Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Revenue Service:					
Freight, ...	74,079	272	74,215	741,798	200.09
Passenger, ...	26,817	108	26,871	591,674	89.14
Mixed, ...	3,858	16	3,861	71,597	93.89
Special, ...	49	2	50	745	134.23
Switching, ...	13,561	72	13,597	216,684	125.50
Nonrevenue Service, .	6,625	18	6,634	53,198	249.41
Total, ...	123,984	488	124,228	1,875,696	148.27
Av. cost at distribtg. pnt.,	\$2.56	\$3.13	.....	.....	.....

Accidents to Persons—State of Connecticut.

(a) Accidents resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of accident.	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling, ...	..	1	..	1
Parting of trains, ...	..	1	..	1
Falling from trains, locomotives, or cars, ...	..	1	..	1
Other causes, ...	..	5	..	5
Total, ...	..	8	..	8

Average number employed during year: 293 trainmen, 31 switch tenders, 257 station men, 146 shopmen, 295 trackmen, 40 telegraph employees, 461 other employees; total, 1,523.

OTHER PERSONS.

Kind of accident.	OTHER PERSONS TRESPASSING.		Other persons not tres- passing, injured.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Struck by trains, locomotives, or cars—					
At Highway Crossings, ...	..	..	1	..	1
At other points along track, ...	..	2	..	..	2
Total, ...	..	2	1	..	3

Accidents to Persons.—Continued.

(b) Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of accident.	Station men injured.	Shop- men killed.	Shop- men injured.	Trackmen injured.	Total killed.	Total injured.
Handling traffic, ...	1	..	..	..	..	1
Handling tools, machinery, etc.,	..	..	5	1	..	6
Getting on or off locomotives or cars at rest, ...	..	..	1	..	..	1
Other causes, ...	..	1	1	..	1	1
Total, ...	1	1	7	1	1	9

SUMMARY.

[Tables a and b.]

	Total killed.	Total injured.
Table a:		
Railway Employees, ...	..	8
Other Persons, ...	..	8
Table b:		
Railway Employees, ...	1	9
Grand Total, ...	1	20

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of curves.	Aggregate length of curved line. miles.	Length of straight line. miles.
From —	To —	Miles.			
Hartford, Conn.	Camp. Hall, N. Y.	141.57	351	51.52	90.05
Tariffville, "	Agawam Jct., Mass.	14.21	17	8.28	10.93
Poughkeepsie, N. Y.	Hopewell Jct., N. Y.	12.40	23	8.39	9.01
P. & E. Jct., Pough- keepsie, N. Y.	N. Y. C., Conn., P'keepsie, N. Y.	4.65	13	1.83	2.82
Salt Point, "	W. Salt Point, "	0.49	1	0.49	0.00
State Line, "	Pine Plains, "	54.34	151	22.54	31.80
Stissing Jct., "	Dutchess Jct., "				
Wicopee Jct., "	Fishkill Land., "	1.65	6	0.81	0.84
Boston Cra., "	Rhinecliff, "	85.12	103	17.15	17.97
Silvernails, "	" Jct., "	3.19	6	1.25	1.94
W. Salt Point, "	P. & E. Jct., P'gh- keepsie, N. Y.	7.41	11	2.40	5.01
Total, ...		275.08	682	104.66	170.37

Characteristics of Road. — *Continued.*

PROFILE.

Length of level line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of ascents, feet.	Aggregate length of ascending grades, miles.	No.	Sum of descents, feet.	Aggregate length of descending grades, miles.
23.21	82	2,409.0	59.37	83	2,144.8	58.99
1.78	10	201.5	6.66	7	224.7	5.77
2.60	8	210.0	5.50	7	154.0	4.80
0.86	3	27.8	0.97	3	173.4	2.82
0.00	1	19.6	0.49	0	0.00	0.00
6.07	37	1,427.9	36.14	21	665.8	12.13
0.54	0	00.0	.00	1	60.0	1.11
6.59	27	79.6	4.86	41	798.6	23.67
0.57	4	98.1	0.64	1	8.4	1.98
2.24	4	133.4	3.31	3	45.4	1.86
44.46	175	4,605.9	117.94	167	4,274.1	112.63

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	No.	Aggregate length.	Minimum length.	Maximum length.
		Feet.	Feet.	Feet.
Bridges —				
Iron, ...	124	10,909	1	6,767
Wooden, ...	136	1,888	2	100
Combination, ...	6	2,169	12	484
Total, ...	266	14,966	..	..
Trestles, ...	59	9,278	12	1,800

Characteristics of Road. — *Continued.*

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings: Bridges, ...	38	15	0
Overhead Railway Crossings: Bridges, ...	2	19	0

GAGE OF TRACK — 4 feet 8½ inches, 275.03 miles.

Telegraph.

A. Owned by company making this report: None.

B. Owned by another company, but located on property of road making this report:

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
288	754	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and Robt. T. Bird, Auditor, of Central New England Railway Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.

ROBT. T. BIRD,
Auditor.

Subscribed and sworn to before me this 10th day of October, 1910, by
H. M. Kochersperger, Vice-Pres.

ARTHUR W. BOWMAN,
Notary Public.

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

Subscribed and sworn to before me this 10th day of October, 1910.

WILLIAM A. COKELEY,
Notary Public, New York County.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: Hartford and Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut, January, 1881, Resolution No. 123; State of Connecticut, January, 1882, Resolution No. 189; State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same:

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

What carrier operates the road of this company? Central New England Railway Company.

The Hartford and Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage and was organized June 30, 1881, in accordance with a Resolution (123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company." By a Resolution (No. 189) of the General Assembly of the State of Connecticut passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to Authorize the Hartford and Connecticut Western Railroad Company to Purchase the Rhinebeck and Connecticut Railroad." The Hartford and Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England and Western Railroad Company, for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by the consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Directors.

Name.	Post-office address.	Date of expiration of term.	
G. MACCULLOCH MILLER,	New York, N. Y.	Until succeeded.	
EDWIN MILNER,	Moosup, Conn.	"	"
GEORGE J. BRUSH,	New Haven, Conn.	"	"
WILLIAM SKINNER,	Holyoke, Mass.	"	"
D. NEWTON BARNEY,	Farmington, Conn.	"	"
CHAS. S. MELLEN,	New Haven, "	"	"
J. PIERPONT MORGAN,	New York, N. Y.	"	"
WILLIAM ROCKEFELLER,	" " "	"	"
EDWIN W. SPURE,	Lakeville, Conn.	"	"
ROBERT SCOVILLE,	Chapinville, "	"	"
CHARLES F. BROOKER,	Ansonia, "	"	"
LEWIS CASS LEDYARD,	New York, N. Y.	"	"
JOHN L. BILLARD,	Meriden, Conn.	"	"

Principal Officers.

Title.	Name.	Official address.
Chairman of the Board,	CHAS. S. MELLEN,	New Haven, Conn.
President,	CHARLES S. MELLEN,	" "
Secretary,	JOHN G. PARKER,	" "
Treasurer,	AUGUSTUS S. MAY,	" "

Officer to whom correspondence concerning this report should be addressed:
Robert T. Bird, Auditor, Central New England Railway Co., Hartford, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: December 21, 1909.

Date of last closing of stock books before end of year for which this report is made: February 20, 1910.

Total number of stockholders of record at that date: 29,670.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910. Yes.

If control was so held, state:

The form of control, whether sole or joint: Lease and beneficial stock ownership.

The name of the controlling corporation or corporations: Central New England Ry. Co.

The manner in which control was established: Lease and beneficial stock ownership.

The extent of control: 16,400 shares; Fidelity Ins. Trust and Safe Deposit Co., Trustee, Philadelphia, Pa.

Whether control was direct or indirect: Direct.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Leased or Otherwise Assigned for Operation.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
Hartford & Conn. West'n.	Hartford, Conn.	Rhinecliff, N. Y.	109.75	Central New England Ry. Co.
	Tariffville, & Conn.,	Agawam Jct., Mass.	14.21	" " " "
Total Mileage, ...				123.96

Mileage of Line Owned—by States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.
	Main line.	Branches and spurs.	
Connecticut, ...	67.25	10.01	77.26
New York, ...	42.50	.....	42.50
Massachusetts, . . . . .	.....	4.20	4.20
Total Mileage Owned, .	109.75	14.21	123.96

Road Acquired by Respondent Through Lease or Other Agreement.

None.

Road Assigned to Another Carrier through Lease or Other Agreement.*

Name of operating company.	Miles of line.
Central New England Railway Company, ...	109.75
" " " "	14.21

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	80,000	\$100.00	\$8,000,000.00	\$3,967,000.00	2%	\$59,846.00

Purpose of the Issue.

	Number of shares issued during the year.	Total number of shares outstanding.
Issued for cash, ...	..	2,500
Issued for purchase of railway or other property, ...	..	8,000
Issued for acquisition of securities, ...	12	19,170
Total, ...	12	29,670

The Hartford and Connecticut Western Railroad was leased to the Central New England and Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by the reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, dated July 22, 1889, and August 1, 1892.

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of maturity.			
1st Mortgage,	July 1, 1908.	July 1, 1928.	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
4½%	January 1st and July 1st.	\$31,500.00	\$31,500.00

EQUIPMENT TRUST OBLIGATIONS.

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage Bonds,	\$700,000.00	\$700,000.00	\$31,500.00	\$31,500.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash, ...	\$700,000.00	\$700,000.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . . .	\$2,967,000.00	\$2,967,000.00	128.96	\$23,935.00
Funded Debt, . . .	700,000.00	700,000.00	128.96	5,647.00
Total, . . .	\$3,667,000.00	\$3,667,000.00	128.96	\$29,582.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage, .	Hartford, Conn.,	Rhinecliff, N. Y.	109.75	\$6,878	Road and Equipment.

Receiver's Certificates.

None.

Expenditures for Additions and Betterments.

Included in report of Central New England Railway Co.

Road and Equipment—Investment Since June 30, 1907.

Account.	Total expenditures July 1, 1907, to June 30, 1909.	Total expenditures July 1, 1907, to June 30, 1910.
Road, ...	\$3,496,909.45	\$3,497,409.45
Total entire line, ...	\$3,496,909.45	\$3,497,409.45

Summary of Road and Equipment.

INVESTMENT TO JUNE 30, 1907:

	Entire line.
Road, ...	\$3,497,409.71
Investment since June 30, 1907, ...	5.74
Total, ...	\$3,497,409.45

Net total, ...	\$3,497,409.45
Cost per mile of line, ...	28,214.02

Income Account.

Gross income from lease of road, ...	\$90,846.00	
Net income from lease of road, ...	\$90,846.00	
Gross corporate income, ...		\$90,846.00
DEDUCTIONS FROM GROSS CORPORATE INCOME:		
Interest accrued on funded debt, ...	\$31,500.00	
Total deductions from gross corporate income,		31,500.00
Net corporate income, ...		\$59,346.00

Income Account for Year ending June 30, 1910. — Continued.**DISPOSITION OF NET CORPORATE INCOME:****Dividends declared:**

On common stock, 2 per cent. payable March

1st—Sept. 1st, ... \$59,328.00

Extra dividend on 12 shares exchanged for

convertible bonds at \$1.50 per share, . . . 18.00

\$59,346.00**Profit and Loss Account.**

Debit.	Credit.
Balance June 30, 1909, . \$175,040.71	Balance Debit, June 30, 1910, carried to Balance Sheet, ... \$175,040.71
\$175,040.71	\$175,040.71

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.**A. INCOME AND DISBURSEMENTS DURING THE YEAR.**

None.

B. ASSETS ON JUNE 30, 1910.

None.

Reserves.

None. *

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

OBLIGATIONS FOR ADVANCES FROM OTHER COMPANIES.

None.

PROPERTY ABANDONED, CHARGEABLE TO OPERATING EXPENSES.

None.

Rents Receivable.**FROM LEASE OF ROAD.**

Road leased.	Location.	Name of lessee.	Amount.
Road and Equipment,	Hartford. Conn. . Rhinecliff, N. Y. . Tarrifville, Conn. . Agawam Jct., Mass. .	Central New England Ry. Co.	\$90,846.00

Rents Receivable.—Continued.

3. MISCELLANEOUS RENTS.

Included in report of Central New England Railway Co.

Miscellaneous Income.

Included in report of Central New England Railway Co.

Rents Payable.

1. FOR LEASE OF ROAD.

None.

2. MISCELLANEOUS RENTS.

None.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Taxes and Assessments.

A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

Included in report of Central New England Railway Co.

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

Included in report of Central New England Railway Co.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes.

Nos. 1, 2, 3, 4, 5: None.

No. 6: During the fiscal year ending June 30, 1910, there were issued twelve shares of common stock in exchange for convertible bonds of the Connecticut Western Railroad Company, making the capital stock outstanding as of June 30, 1910, 29,670 shares, \$2,967,000.00.

Nos. 7, 8, 9, 10: None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
		Investment to June 30, 1907,			
\$3,497,408.71	.....	(a) Road—page 197, . .	\$3,497,408.71	.....	
		Investment since June 30,			
Cr. 494.98	.....	1907, . .	5.74	.....	\$500.00
		(a) Road—page 197, . .			
	\$3,496,909.45	Total, ...		\$3,497,409.45	\$500.00
		Working Assets:			
\$289.04	.....	Cash, ...	\$289.04	.....	
15,773.50	.....	Miscellaneous accounts re-	15,773.50	.....	\$22.50
		ceivable, ...			
	\$16,064.04	Total, ...		\$16,061.54	\$22.50
		Deferred Debit Items:			
\$309,135.00	.....	Other deferred debit items,	\$309,135.00	.....	
	\$309,135.00	Total, ...		\$309,135.00	
		Profit and Loss:			
	\$175,040.71	Balance—page 198, . .		\$175,040.71	
	\$3,897,699.30	Grand Total, ...		\$3,898,176.70	\$477.50

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
		Capital Stock—page 195—			
\$3,965,800.00	.....	(a) Common stock not held			
4,300.00	.....	by company, ...	\$3,967,000.00	.....	\$1,300.00
		Stock liability for conver-			
		sion of outstanding securi-	3,000.00	.....	1,300.00
		ties of constituent com-			
		panies, ...			
	\$3,970,000.00	Total, ...		\$3,970,000.00	
		Mortgage, Bonded, and Se-			
		cured Debt:			
\$700,000.00	.....	Funded debt—page 198—			
		(a) Mortgage bonds not	\$700,000.00	.....	
		held by company, . .			
	\$700,000.00	Total, ...		\$700,000.00	
		Working Liabilities:			
\$327,699.30	.....	Miscellaneous accounts	\$328,176.70	.....	\$477.50
		payable, ...			
	\$327,699.30	Total, ...		\$328,176.70	\$477.50
	\$3,897,699.30	Grand Total, ...		\$3,898,176.70	\$477.50

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts: Included in report of Central New England Railway Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, A. S. May, Treasurer, and Robt. T. Bird, Auditor, of the Hartford and Connecticut Western Railroad Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

A. S. MAY,

Treasurer.

ROBT. T. BIRD,

Auditor, C. N. E. Ry.

Subscribed and sworn to before me this 10th day of October, 1910, by
A. S. May, Treasurer.

ARTHUR W. BOWMAN,

Notary Public.

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

Subscribed and sworn to before me this 10th day of October, 1910.

WILLIAM A. COKELEY,

Notary Public, New York County.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Exact name of common carrier making this report: New Haven and Northampton Company.

Date of organization: May, 1836.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, Vol II, pp. 286, 653; Massachusetts Special Laws, Vol. 12, pp. 25, 736, 822; Massachusetts Special Laws, Vol. 13, p. 484; Massachusetts Special Laws, Vol. 14, pp. 386, 485, 623; Massachusetts Special Laws, Vol. 15, pp. 677, 1430; Connecticut Private Laws, Vol. V, pp. 460, 724; Connecticut Special Laws, Vol. VI, pp. 217, 303, 733; Connecticut Special Laws, Vol. VII, pp. 267, 871, 987; Connecticut Special Laws, Vol. VIII, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts, 1875, p. 130; Connecticut Special Acts, 1876, p. 119).

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: The constituent companies were the original New Haven and Northampton Company (Massachusetts Special Laws, Vol. 7, pp. 675, 691; Connecticut Private Laws, Vol. I, p. 308; Connecticut Private Laws, Vol. III, p. 294; Connecticut Private Laws, Vol. IV, pp. 1384, 888, 982, 983, 984, 985; Connecticut Private Acts, 1847, p. 104). The Hampden Railroad Company (Massachusetts Special Laws, Vol. 9, p. 546). The Northampton and Westfield Railroad Corporation (Massachusetts Special Laws, Vol. 9, p. 561). The Hampshire and Hampden Railroad Corporation (Massachusetts Special Laws, Vol. 9, pp. 767, 773; Massachusetts Special Laws, Vol. 10, pp. 552, 742, 922). And the Farmington Valley Railroad Company (Private Laws of Connecticut, Vol. IV, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden Railroad Company with the Northampton and Westfield Railroad Corporation, forming the Hampshire and Hampden Railroad Corporation; in 1862, the Hampshire and Hampden Railroad Corporation with the original New Haven and Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts above cited.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Originally in Connecticut. The President, Directors and Company of the Farmington Canal (Private Laws of Connecticut, Vol. I, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire and Hampden Canal Company (Massachusetts Special Laws, Vol. 6, pp. 40, 320, 702, 829; Massachusetts Special Laws, Vol. 7, p. 186).

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name.	Post-office address.	Date of Expiration of term.			
GEORGE J. BRUSH,	New Haven, Conn.	First Wednesday in Jan., 1911.			
A. HEATON ROBERTSON,	" " "	"	"	"	"
D. NEWTON BARNEY,	Farmington, "	"	"	"	"
CHARLES S. MELLEN,	New Haven, "	"	"	"	"
CHARLES F. BROOKER,	Ansonia, "	"	"	"	"
WILLIAM SKINNER,	Holyoke, Mass.	"	"	"	"
JAMES S. ELTON,	Waterbury, Conn.	"	"	"	"
JAMES S. HEMINGWAY,	New Haven, "	"	"	"	"
JOHN L. BILLARD,	Meriden, "	"	"	"	"

Principal Officers.

Title.	Name.	Address.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	JOHN G. PARKER,	New Haven, "
Treasurer,	AUGUSTUS S. MAY,	" " "

Officer to whom correspondence concerning this report should be addressed:
J. M. Tomlinson, General Auditor, N. Y., N. H. & H. R. R. Co., New Haven,
Conn.

Transportation Corporations Controlled by Respondent.
None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 5,
1910.

Total number of stockholders of record: One.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control
the respondent on June 30, 1910? Yes.

The form of control, whether sole or joint: Sole.

The name of the controlling corporation or corporations: The New
York, New Haven and Hartford Railroad Company.

The manner in which control was established: Stock ownership.

The extent of control: 100 per cent.

Whether control was direct or indirect: Direct.

Did any individual, association, or corporation, as trustee, control the
respondent on June 30, 1910? No.

Road Leased or Otherwise Assigned for Operation.

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line.	Name of lessee.
	From—	To—		
New Haven & Northampton Co.	New Haven, Conn.	Shelburne Jct., Mass.	94.12	The N. Y., N. H. & H. R. R. Co.
	Farmington, "	New Hartford, Conn.	15.19	
	Northampton, Mass.	Williamsburg, Mass.	7.70	
	So. Deerfield, "	Turner's Falls, "	9.99	
Total mileage, ...			127.00	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single track.		Total.
	Main line.	Branches and spurs.	
Massachusetts, ...	48.88	17.69	61.07
Connecticut, ...	50.74	15.19	65.93
Total Mileage owned, ...	94.12	32.88	127.00

Outside Operations and Other Properties.

None.

Road or Tracks Acquired by Respondent through Lease or other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Holyoke & Westfd R.R.	10.59	Dec. 3, 1870	Perpetual	\$46,000 per annum and taxes.

NOTE. — Above lease assumed by The New York, New Haven & Hartford Railroad Company through lease of this company.

Road or Tracks Assigned to Another Carrier through Lease or other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
The New York, New Haven & Hartford Railroad Company.	127.00	May 14, 1887	April 1, 1887	April 1, 1888	For 99 years. Bond interest, taxes, etc., 1% on capital stock for 3 years; 3% for the second 3 years; 8% for the third 3 years, and 4% thereafter.

Capital Stock.

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.
Common, ...	50,000	\$100	\$5,000,000	\$2,460,000
Total, ...	50,000		\$5,000,000	\$2,460,000

TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	DIVIDENDS DURING THE YEAR.	
In treasury.	Pledged as collateral.	In sinking or other funds.		Rate.	Amount.
None	None	None	\$2,460,000	4 per cent.	\$98,400.00
None	None	None	\$2,460,000	4 per cent.	\$98,400.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash:		
Approximately, ...	18,820	\$1,882,000.00
Issued for construction of new properties:		
Approximately, ...	5,780	578,000.00
Total, ...	24,600	\$2,460,000.00

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.
	Date of issue.	Date of maturity.		
Mortgage Bonds: Northern Extension,	April, 1881	April, 1911	\$700,000	\$700,000
Refunding Cons. Mtg. Gold,	June, 1906	June, 1956	10,000,000	2,400,000
Total, . . . . .	.....	.....	\$10,700,000	\$3,100,000

TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.
In treasury.	Pledged as collateral.	In sinking or other funds.	
None	None	None	\$700,000
None	None	None	2,400,000
None	None	None	\$3,100,000

INTEREST.

Rate.	When payable.	Amount accrued during the year.	Amount paid during the year.
5%	April 1—Oct. 1	\$35,000.00	\$35,000.00
4%	June 1—Dec. 1	96,000.00	96,000.00
Total, . . . . .	.....	\$181,000.00	\$181,000.00

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.			Total par value not held by respondent.	INTEREST.	
		In treasury.	Pledged as collateral.	In sinking or other funds.		Amount accrued during the year, charged to income.	Amount paid during the year.
Mort. bonds,	\$3,100,000	None	None	None	\$3,100,000	\$181,000.00	\$181,000.00

Recapitulation of Funded Debt.—*Continued.*

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash :	\$2,800,000	\$2,800,000
Issued for Refundment of Securities : . .	800,000	800,000
Total, ...	\$3,100,000	\$3,100,000

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other properties.	Miles.	Amount.
Capital Stock (p. 205),	\$2,460,000	\$2,460,000	.....	127.00	\$19,370
Funded Debt (p. 206),	8,100,000	8,100,000	.....	127.00	24,409
Total,.....	\$5,560,000	\$5,560,000	.....	127.00	\$43,779

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

Designation of bond or obligation.	ROAD OR TRACKS MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities, and other property mortgaged.
	From—	To—	Miles.		
Northern Extension Bonds, .	Northampton, Mass.,	Shelburne Jct., Mass.,	18.80	\$34,744	Railway and property.
	South Deerfield, Mass.,	Turners Falls, Mass.,	9.99		
			28.29		
Refunding Consolidated Mtg. Gold Bonds, .	New Haven, Conn.,	Conway Jct., Mass.,	94.12	18,897	Railway, property and equipment.
	Farmington, Conn.,	New Hartford, Conn.,	15.19		
	Northampton, Mass.,	Williamsburgh, Mass.,	7.70		
	South Deerfield, Mass.,	Turners Falls, Mass.,	9.99		
			127.00		

Expenditures for Additions and Betterments During the Year.

Amount.	Total.
Right of way and station grounds, ...	\$3,470.21
Bridges, trestles, and culverts, ...	6,724.91
Sidings and spur tracks, ...	406.49
Fencing right of way, ...	Cannot be separated.
Improvement of over and under grade crossings, ...	1,499.77
Track elevation, elimination of grade crossings, etc., ...	27,653.32
Station buildings and fixtures, ...	3.91
Shops, enginehouses, and turntables, ...	107.41
Water and fuel stations, ...	806.23
Miscellaneous structures, ...	144.45
Total — entire line, ...	\$40,816.70

Road and Equipment — Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the year.	Total Expenditures July 1, 1907, to June 30, 1908.	Total Expenditures July 1, 1907, to June 30, 1910.
Road:			
Engineering, ...	\$1,205.88	\$3,068.86	\$9,294.74
Right of Way and Station Grounds, ...	3,470.21	492,170.89	495,641.10
Real Estate, ...	50.50	Cr. 75.00	Cr. 24.50
Grading, . . . . .	.....	114,510.02	114,510.02
Bridges, Trestles and Culverts, ...	10,814.17	186.79	11,000.96
Ties, ...	119.18	2,527.85	2,646.53
Rails, ...	71.12	5,911.95	5,983.07
Frogs and Switches, ...	68.00	1,306.21	1,369.21
Track Fastenings and other Material, ...	20.00	1,092.79	1,112.79
Ballast, . . . . .	.....	2,939.00	2,939.00
Track Laying and Surfacing, ...	3.17	6,921.25	6,924.42
Fencing Right of Way, . . . . .	.....	2,024.00	2,024.00
Crossings and Signs, ...	23,940.14	184,095.71	158,085.85
Interlocking and other Signal Apparatus, ...	112.96	14,389.96	14,452.92
Station Buildings and Fixtures, ...	108.65	1,575.86	1,684.01
Shops, Enginehouses, and Turntables, ...	16.03	.....	16.03
Water Stations, ...	806.23	190.47	996.70
Fuel Stations, . . . . .	.....	2.25	2.25
Miscellaneous Structures, ...	15.46	509.42	524.88
Total, ...	\$40,816.70	\$788,317.28	\$829,133.98
General expenditures:			
Law expenses, . . . . .	.....	\$2,081.81	\$2,081.81
Other expenditures, . . . . .	.....	250.00	250.00
Total, ...		\$2,281.81	\$2,281.81
Recapitulation:			
Road, ...	\$40,816.70	\$788,317.28	\$829,133.98
General expenditures, . . . . .	.....	2,281.81	2,281.81
Total,—Entire Line, ...	\$40,816.70	\$790,598.59	\$831,415.29

Summary of Road and Equipment.

Amount.	Entire line.
INVESTMENT TO JUNE 30, 1907:	
Road, ...	\$6,377,217.24
Equipment, ...	750,000.00
Investment since June 30, 1907, ...	831,415.29
Total, ...	\$7,958,632.53
Net total, ...	\$7,958,632.53
Cost per mile of line, ...	62,666.40

Income Account.

GROSS INCOME:	
From lease of road, ...	\$229,400.00
Net income from lease of road, ...	\$229,400.00
Gross corporate income, ...	\$229,400.00

DEDUCTION FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt, ...	\$131,000.00
Total deductions from gross corporate income, ...	131,000.00
Net corporate income, ...	\$98,400.00

DISPOSITION OF NET CORPORATE INCOME:

Dividends:

On common stock, 4 per cent. payable, ...	\$98,400.00
---	-------------

Profit and Loss Account.

Debit.	Credit.
Balance credit, June 30, 1910, carried to General Balance Sheet, . . . \$2,888,710.20	Balance debit, June 30, 1910, carried to General Balance Sheet, . . . \$2,888,710.20
\$2,888,710.20	\$2,888,710.20

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? No.

Sinking and Other Funds.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

Obligations for Advances From Other Companies.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of Company.	Amount.
The N. Y., N. H. & H. R. R. CO. . . .	\$64,045.91	The N. Y., N. H. & H. R. R. CO., . . .	\$876.43
Total, ...	\$64,045.91	Total, ...	\$876.43

Rents Receivable.

Road leased.	Location.	Name of lessee.	Amount.
New Haven & North- ampton Co.,	Massachusetts and Connecticut.	The N. Y., N. H. & H. R. R. Co.	\$329,400.00

MISCELLANEOUS RENTS.

None.

Miscellaneous Income.

None.

Rents Payable.**FOR LEASE OF ROAD.**

Reported by lessee.

MISCELLANEOUS RENTS.

Reported by lessee.

Other Deductions from Income.

None.

Taxes and Assessments.

Reported by lessee.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stock and funded debt; 9. Adjust-

ments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 1: None.

No. 2: Decrease of .41 of a mile caused by remeasurement.

Nos. 3, 4, 5, 6, 7, 8, 9, 10: None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
		Investment to June 30, 1907,			
\$6,377,317.34		Road—page 209, ...	\$6,377,317.34		
750,000.00	\$7,127,317.34	Equipment—page 209, . .	750,000.00	\$7,127,317.34	
		Investment since June 30,			
		1907, ...			
788,317.28		Road—page 208, ...	829,123.98		\$40,816.70
2,351.31	790,598.59	General expenditures,	2,351.31	831,415.29	
		page 208, ...			
		Total, ...			
	\$7,917,815.83			\$7,958,632.53	\$40,816.70
		Working Assets:			
	\$2,000.00	Cash, ...			Cr. \$2,000.00
	16,750.00	Miscellaneous accounts re-			
		ceivable, ...		\$16,750.00	
		Total, ...			
	\$38,750.00			\$16,750.00	Cr. \$2,000.00
		Grand Total, ...			
	\$7,943,565.83			\$7,975,382.53	\$31,816.70

Comparative Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or Decrease.
Item.	Amount.		Item.	Amount.	
.....	\$2,460,000.00	Stock : Capital Stock—page 206— Common stock, not held by company, . . . .	.....	\$2,460,000.00	.....
.....	\$2,460,000.00	Total, . . . .	.....	\$2,460,000.00	.....
.....	\$2,100,000.00	Mortgage, Bonded, and Se- cured Debt : Funded Debt—page 206 — Mortgaged bonds, not held by company, . . . .	.....	2,100,000.00	.....
.....		Obligations for advances received for construc- tion, . . . .	.....	64,045.91	\$64,045.91
.....	\$2,100,000.00	Total, . . . .	.....	\$2,164,045.91	\$64,045.91
.....	\$34,105.63	Working Liabilities : Audited vouchers and wages unpaid, . . . .	.....		Cr. 34,105.63
.....	9,000.00	Matured mortgage, bonded, and secured debt unpaid, Working advances due to other companies—page 210, . . . .	.....	876.42	Or. 9,000.00
.....	\$33,105.63	Total, . . . .	.....	\$376.42	\$33,239.21
.....	16,750.00	Accrued Liabilities not due: Unmatured interest, divi- dends, and rents payable, . . . .	.....	16,750.00	.....
.....	\$16,750.00	Total, . . . .	.....	\$16,750.00	.....
.....	2,323,710.20	Profit and Loss: Balance—page 209, . . . .	.....	2,323,710.20	.....
.....	\$7,943,565.83	Grand Total, . . . .	.....	\$7,975,862.53	\$31,816.70

Contracts, Agreements, Etc.

Not an operating company. Operated by The New York, New Haven and Hartford Railroad Company.

Employees and Salaries.

Reported by lessee.

Traffic and Mileage Statistics—Entire Line.

Reported by lessee.

Freight Traffic Movement.

Reported by lessee.

Description of Equipment—Entire Line.

Reported by lessee.

Renewals of Rails and Ties.

Reported by lessee.

Consumption of Fuel by Locomotives.

Reported by lessee.

Accidents to Persons.

Reported by lessee.

Characteristics of Road.

Reported by lessee.

Gauge of track, 4 feet 8½ inches; 127 miles.

Telegraph.

None.

Oath.STATE OF NEW YORK. }
COUNTY OF NEW YORK. } ss.

We, the undersigned, C. S. Mellen, President, and J. M. Tomlinson, General Auditor, of New Haven and Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

J. M. TOMLINSON,

General Auditor.

Subscribed and sworn to before me this 7th day of October, 1910.

FRANK E. HALL,

Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Exact name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute, and all amendments thereof: States of Connecticut and Massachusetts.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same: New London Northern Railroad Company and Amherst, Belchertown and Palmer Railroad Company. The New London Northern Railroad Company was chartered by Acts of the Connecticut Legislature, June 7, 1859. Charter amended May 2, 1860, and January 15, 1864. The Amherst, Belchertown and Palmer Railroad was the successor of the Amherst and Belchertown Railroad, chartered by the Legislature of Massachusetts, May, 1851, and was consolidated with the New London Northern Railroad Company in March, 1864.

Date and authority for each consolidation: February 4, 1860. Acts of Connecticut and Massachusetts.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: New London, Willimantic and Palmer Railroad Company; Connecticut and Massachusetts; 1847-1848.

What carrier operates the road of this company? Central Vermont Railway Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
CHARLES H. OSGOOD,	Norwich, Conn.,	January 12, 1911.
THOMAS B. EATON,	Worcester, Mass.,	" "
EDWARD C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "
GUILFORD SMITH,	South Windham, Conn.,	" "
FRANK B. BRANDEGEE,	New London,	" "
DAVID MACKENZIE,	" " "	" "
JUSTUS A. SOUTHARD,	" " "	" "
CHESTER C. RUMBILL,	Springfield, Mass.	" "

Principal Officers.

Company's office, New London, Conn.

Title.	Name.	Official address.
President,	CHARLES H. OSGOOD,	Norwich, Conn.
Vice-President,	JOHN C. AVERILL,	" "
Secretary,	JUSTUS A. SOUTHARD,	New London, Conn.
Treasurer,	JOHN C. AVERILL,	Norwich, "
General Counsel,	BRANDEGEE, KENEALY & BRENNAN,	New London, "

Principal Officers. — Continued.*Officers of Lessees.*

Title.	Name.	Official address.
Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	GEORGE C. JONES,	" "
Superintendent,	W. E. COSTELLO,	New London, Conn.
Gen'l Freight Agent,	C. E. DEWEY,	St. Albans, Vt.
Gen'l Passenger Agent,	J. W. HANLEY,	" "
Gen'l Ticket Agent,		
Land Commissioner,		

Officer to whom correspondence concerning this report should be addressed:
J. A. Southard, Secretary, New London, Conn.

Transportation Corporations Controlled by Respondent.

(Company's Account.)

Name.	CONTROL.			
	Sole or joint.	How established.	Extent.	Direct or indirect.
Inactive Corporations: West River Railroad Co.,	Sole.	Ownership of Stock,	All.	Direct.

Facts Pertaining to Control of Respondent.

(Company's Account.)

Date of last meeting of stockholders for election of directors: January 13, 1910.

Date of last closing of stock books before end of year for which this report is made: June 16, 1910.

Total number of stockholders of record at that date: 394.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors?
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Operated — Entire Line.

(Lessee's Report.)

Name.	TERMINI.		Miles of line for each road named.
	From —	To —	
New London Northern,	New London, Conn.,	Brattleboro, Vt.	131

Road Leased or Otherwise Assigned for Operation.

(Company's Account.)

Name of every railway company the income of which, from lease or from other assignment for operation, is included in this report.

Name.	TERMINI.		Miles of line. (Single track.)	Name of lessee.
	From—	To—		
New London Northern,	New London,	Brattleboro,	121	Central Vermont Railway Co. Central Vermont Railway Co.
West River,	Conn., Brattleboro, Vt.,	Vt., Londonderry, Vt.,	86	
Total mileage,.....			157	

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED (Single Track).	
	Main line.	Total.
Connecticut, ...	56.10	56.10
Massachusetts, ...	54.90	54.90
Vermont, ...	10.00	10.00
Total mileage owned, ...	121.00	121.00

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

(Company's Account.)

Name of operating company.	Miles of line.	Lease or agreement.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
Central Vermont Railway Co., Leased to the Central Vermont Railroad Company, (succeeded by the Central Vermont Railway Company), lease assumed by the Central Vermont Railway Company May 1, 1899.	157	Dec. 1, 1891	Dec. 1, 1891	Dec. 1, 1900	Rental \$311,000 per annum. From August 1, 1899, \$2,523.50 annually for rent of Palmertown siding. From June 1, 1905, \$3,000 per annum for interest on West River R. R., bonds guaranteed by this Company.

Capital Stock.

(Company's Account.)

Kind.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Common,	20,000	\$100	\$2,000,000	\$1,500,000	\$1,500,000	9 per ct.	\$185,000.00

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.	Remarks.
Issued for cash : .	3,407	\$340,763.00	
Issued for acquisition of securities :	567	56,667.00	Stock of Amherst, Belcher-town and Palmer Railroad.
Issued for reorganization : . .	11,026	1,102,660.00	
Total, . . .	15,000	\$1,500,000.00	

Funded Debt.

(Company's Account.)

Designation of bond or obligation.	Term.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
	Date of issue.	Date of maturity.			
First Consoli'ted Mortg. B'ds,	1880	1910, July 1.	\$312,000	\$312,000	\$312,000.00
.. .. .	1885	"	300,000	300,000	300,000.00
.. .. .	1892	"	388,000	388,000	388,000.00
Total, . . . . .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000.00

Funded Debt. — Continued.**INTEREST.**

Rate.	When payable.	Amount accrued during year.	Amount paid during year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total,	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Mortgage Bonds, .	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for Cash :	\$1,500,000	\$1,545,474
Total, ...	\$1,500,000	\$1,545,474

Recapitulation of Capitalization.**(Company's Account.)**

Account.	Total par value outstanding.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . .	\$1,500,000.00	\$1,500,000.00	121	\$13,397.00
Funded Debt, . .	1,500,000.00	1,500,000.00	121	12,397.00
Total, ...	\$3,000,000.00	\$3,000,000.00	.....	\$24,794.00

Security for Funded Debt.
(Company's Account.)

Designation of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Consolidated First Mortgage,	New London, Conn.	Brattleboro, Vt.,	121	\$12,897

Summary of Road and Equipment.
(Company's Account.)

INVESTMENT TO JUNE 30, 1907:

Road, ...	\$2,927,136.45
Equipment, ...	248,420.44
Total, ...	\$3,175,556.89
Net total, ...	\$3,175,556.89
Cost per mile of line, ...	26,244.27

Income Account.
(Lessee's Account.)

OPERATING INCOME:

Rail Operations:

Operating revenues, ...	\$1,083,759.11
Operating expenses, ...	891,297.32

Net operating revenue, ... \$192,461.79

Total net revenue, ... \$192,461.79

Taxes accrued, ... 31,873.24

Operating income, ... \$160,588.55

OTHER INCOME:

Other rents — credits:

Miscellaneous rents, ...	\$450.00
Miscellaneous income, ...	11,135.27

Total other income, ... 11,585.27

Gross corporate income, ... \$172,173.82

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Rents accrued for lease of other roads, \$203,952.50

Other Rents — debits:

Hire of equipment — balance, ...	\$60,338.77
Joint facilities, ...	2,437.50
Miscellaneous rents, ...	25,200.00

87,976.27

Total deductions from gross corporate income, 291,928.77

Net corporate loss, ... \$119,754.95

Income Account — *Continued.*(Company's Account — *Continued.*)

DEDUCTIONS FROM GROSS CORPORATE INCOME:

Interest accrued on funded debt, ...	\$68,120.00	
Other interest (West River R. R. bonds), ...	3,000.00	
Total deductions from gross corporate income,		71,120.00
Net corporate income, ...		\$141,858.51

DISPOSITION OF NET CORPORATE INCOME:

Dividends declared:

On common stock, 9 per cent. payable July, October, January, April,	\$135,000.00	
		135,000.00

Balance for year carried forward to credit of profit and loss, ...	\$6,858.51
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(Company's Account.)

GROSS INCOME:

From lease of road, ...	\$216,552.50
Salaries and maintenance of organization,	4,814.86
Net income from lease of road,	\$211,737.64

OTHER INCOME:

Interest on other securities, loans, and accounts, ...	1,240.87
Gross corporate income, ...	\$212,978.51

Profit and Loss Account.

(Company's Account.)

Debit.		Credit.	
Deductions for year :			
Bond interest accrued 6 mos. to June 30, 1909,	\$34,060.00	Balance June 30, 1909,	\$551,107.81
Dividend declared June, 1909, payable July, 1909,	33,750.00		
Dividends declared :			
On Common Stock, 9% payable July, Oct., Jan., April,	135,000.00	Balance for year brought forward from Income Account,	141,858.51
Balance Credit, June 30, 1910, carried to General Balance Sheet,	\$490,156.32	Balance Debit, June 30, 1910, carried to General Balance Sheet,	\$692,966.82
Total,	692,966.32		

Operating Revenues.

(Lessee's Account.)

I. REVENUE FROM TRANSPORTATION:

	Total revenue.
Freight revenue, ...	\$816,803.78
Passenger revenue, ...	194,331.55
Excess baggage revenue, ...	1,643.26
Mail revenue, ...	16,588.74
Express revenue, ...	25,945.04
Milk revenue (on passenger trains), ...	6,548.25
Other passenger-train revenue, ...	1,128.88
Total passenger service train, ...	\$246,185.72
Switching revenue, ...	8,580.20
Special service train revenue, ...	184.00
Miscellaneous transportation revenue, ...	1,008.41
Total revenue from transportation, ...	\$1,072,852.11

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:

Station and train privileges, ...	627.06
Parcel-room receipts, ...	84.36
Storage — freight, ...	71.32
Storage — baggage, ...	68.26
Car service, ...	4,081.12
Rents of buildings and other property, ...	238.63
Miscellaneous, ...	5,736.25
Total revenue from operations other than transportation, ...	\$10,907.00
Total operating revenues — entire line, ...	\$1,083,759.11

Summary of Securities Owned.

(Company's Account.)

	Par value.
Stocks of railway companies — Inactive, West River, ...	\$150,000.00
Total, ...	\$150,000.00

Advances to Proprietary, Affiliated, and Controlled Companies.

(Company's Account.)

Advances for construction, equipment, and betterments.

	Amount.
Brattleboro and Whitehall (now West River) R. R., ...	\$287,493.02
Less capital stock, ...	150,000.00
Total, ...	\$137,493.02

Operating Expenses—Entire Line.

(Lessee's Account.)

Account.	Amount.	Ratio to Total of General Account, per ct.	Ratio to Total Operating Expenses, per ct.
I. MAINTENANCE OF WAY AND STRUCTURES:			
Superintendence, ...	\$4,562.80	2.48	.51
Ballast, ...	Cr. 28.52	Cr. .02	Cr. .00
Ties, ...	39,135.43	21.28	4.39
Rails, ...	8,502.47	4.62	.95
Other track material, ...	6,349.37	3.45	.71
Roadway and track, ...	53,975.19	29.36	6.06
Removal of snow, sand, and ice, ...	2,654.60	1.44	.30
Bridges, trestles, and culverts, ...	25,002.70	13.60	2.80
Over and under grade crossings, ...	4,023.87	2.19	.45
Grade crossings, fences, cattle guards, and signs, ...	2,183.72	1.19	.24
Signals and interlocking plants, ...	187.05	.10	.02
Telegraph and telephone lines, ...	727.89	.40	.08
Buildings, fixtures, and grounds, ...	32,056.44	17.43	3.60
Docks and wharves, ...	3,282.49	1.79	.37
Roadway tools and supplies, ...	1,199.59	.65	.13
Injuries to persons, ...	420.90	.23	.05
Stationery and printing, ...	140.70	.08	.02
Maintaining joint tracks, yards, and other facilities—Dr., ...	1,226.34	.67	.14
Maintaining joint tracks, yards, and other facilities—Cr., ...	1,726.91	.94	.19
Total—maintenance of way and structures, ...	\$183,876.12	100.00	20.63
II. MAINTENANCE OF EQUIPMENT:			
Superintendence, ...	\$2,821.54	4.79	.32
Steam locomotives—repairs, ...	28,196.07	47.90	3.16
Steam locomotives—depreciation, ...	7,061.24	11.99	.79
Passenger-train cars—repairs, ...	3,577.13	6.08	.40
Passenger-train cars—depreciation, ...	1,699.88	2.89	.19
Freight-train cars—repairs, ...	4,592.09	7.80	.52
Freight-train cars—depreciation, ...	9,246.16	15.71	1.04
Work equipment—repairs, ...	186.12	.32	.02
Work equipment—depreciation, ...	554.06	.94	.06
Shop machinery and tools, ...	482.15	.82	.05
Injuries to persons, ...	47.08	.08	.01
Stationery and printing, ...	401.93	.68	.04
Total—maintenance of equip- ment, ...	\$58,865.45	100.00	6.60

Operating Expenses.—Continued.**III. TRAFFIC EXPENSES:**

Superintendence, ...	\$5,259.71	19.47	.59
Outside agencies, ...	9,458.18	35.02	1.06
Advertising, ...	2,505.53	9.28	.28
Traffic associations, ...	298.52	1.10	.03
Fast freight lines, ...	6,119.75	22.66	.69
Stationery and printing, ...	3,369.71	12.47	.38
Total — traffic expenses, ...	\$27,011.40	100.00	3.03

IV. TRANSPORTATION EXPENSES:

Superintendence, ...	\$7,193.77	1.20	.81
Dispatching trains, ...	4,278.86	.72	.48
Station employees, ...	265,397.00	44.36	29.78
Weighing and car-service associations, ...	1.33	..	..
Station supplies and expenses, ...	8,231.56	1.38	.92
Yardmasters and their clerks, ...	5,918.43	.99	.66
Yard conductors and brakemen, ...	5,810.02	.97	.65
Yard supplies and expenses, ...	62.94	.01	.01
Yard enginemen, ...	5,155.15	.86	.58
Enginehouse expenses — yard, ...	1,900.09	.32	.21
Fuel for yard locomotives, ...	22,602.99	3.78	2.54
Water for yard locomotives, ...	420.89	.07	.05
Lubricants for yard locomotives, ...	249.29	.04	.03
Other supplies for yard locomotives, ...	244.20	.04	.03
Operating joint yards and terminals—			
Dr., ...	1,991.37	.33	.22
Operating joint yards and terminals—			
Cr., ...	4,034.89	.67	.45
Road enginemen, ...	38,877.02	6.50	4.36
Enginehouse expenses — road, ...	11,432.59	1.91	1.28
Fuel for road locomotives, ...	115,455.30	19.30	12.95
Water for road locomotives, ...	3,970.82	.68	.45
Lubricants for road locomotives, ...	1,201.44	.20	.14
Other supplies for road locomotives, ...	1,187.78	.20	.13
Road trainmen, ...	44,993.76	7.52	5.05
Train supplies and expenses, ...	8,564.77	1.42	.96
Interlockers and block and other signals — operation, ...	42.40	.01	.01
Crossing flagmen and gatemen, ...	3,482.68	.58	.39
Drawbridge operation, ...	21.21	..	..
Clearing wrecks, ...	2,038.00	.34	.23
Telegraph and telephone — operation, ...	3,515.67	.59	.39
Stationery and printing, ...	4,846.90	.81	.54
Other expenses, ...	Cr. 4.83	.00	.00
Loss and damage — freight, ...	6,593.23	1.10	.74
Loss and damage — baggage, ...	80.58	.01	.01
Damage to property, ...	11,788.59	1.97	1.32

Damage to stock on right of way, ...	610.07	.10	.07
Injuries to persons, ...	9,197.72	1.54	1.03
Operating joint tracks and facilities			
— Dr., ...	4,919.90	.82	.55
Total — transportation expenses, \$598,238.60		100.00	67.12

V. GENERAL EXPENSES:

Salaries and expenses of general officers, \$5,048.72	21.66	.57
Salaries and expenses of clerks and attendants, ...	10,947.28	46.97
General office supplies and expenses, ...	669.00	2.87
Law expenses, ...	2,028.84	8.71
Insurance, ...	2,784.09	11.94
Stationery and printing, ...	1,509.07	6.48
Other expenses, ...	318.75	1.37
Total — general expenses, ... \$23,305.75	100.00	2.62

RECAPITULATION OF EXPENSES:

I. Maintenance of way and structures, \$183,876.12	20.63
II. Maintenance of equipment, ... 58,865.45	6.60
III. Traffic expenses, ... 27,011.40	3.03
IV. Transportation expenses, ... 598,238.60	67.12
V. General expenses, ... 23,305.75	2.62
Total operating expenses, ... \$891,297.32	100.00

Ratio of operating expenses to operating revenues, 82.24 per cent.

Rents Receivable.

FROM LEASE OF ROAD (Company's Account).

Road leased.	Location.	Name of lessee.	Amount.
New London Northern, Including West River, }	Connecticut, Massachusetts, Vermont, }	Central Vermont Railway Co.	\$216,552.50

MISCELLANEOUS RENTS (Lessee's Account.)

Description of property.	Location.	Name of lessee.	Amount.
Buildings and land, ...	Brattleboro, Vt., ...	Swift Co., ...	\$200.00
" " " "	" " " "	Twin State Gas Co., ...	250.00
Total, ...			\$450.00

MISCELLANEOUS INCOME (Lessee's Account.)

Various incomes from rental of warehouses, tenements, and small parcels of land, ...	\$11,135.27
Total, ...	\$11,135.27

Rents Payable.**1. FOR JOINT FACILITIES (Lessee's Account.)**

Location.	Name of lessor.	Amount.
Palmer, Mass., ...	Boston & Albany, R. R., ...	\$1,587.50
Willimantic, Conn., ...	New York, New Haven & Htf. R. R., ...	800.00
Brattleboro, Vt., ...	Boston & Maine R. R., ...	600.00
Total, ...		\$2,487.50

2. FOR LEASE OF ROAD (Lessee's Account.)

Road leased.	Cash.	Total.
New London Northern R. R..... .	\$208,952.50	\$208,952.50

3. MISCELLANEOUS RENTS.

Description of property.	Location.	Name of lessor.	Amount.
Water front, ...	New York City, ...	New York City, ...	\$25,000.00
Grounds, ...	Amherst, Mass., ...	Amherst College, ...	200.00
Total, ...			\$25,200.00

Taxes and Assessments.**FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.
(Lessee's Account.)**

State or territory.	Ad valorem tax on the value of real and personal property.	Ad valorem tax on the value of stocks or bonds; or on valuation based on earnings, interest, dividends, or results of operation.	Internal revenue, U. S. Government.	Total.
United States, . . . .	.....	.....	\$1,878.69	\$1,878.69
Massachusetts, ...	\$712.52	\$16,550.66	.....	17,263.18
Connecticut, ...	2,619.78	10,585.67	.....	13,205.45
New York, ...	80.92	.....	.....	80.92
Total, ...	\$3,368.22	\$27,186.33	\$1,878.69	\$31,878.24.

Comparative General Balance Sheet.

(Company's Account.)

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and equipment—			
\$2,927,186.45		Investment to June 30, 1907,	\$2,927,186.45		
948,490.44	\$3,175,556.89	Road—page 219, . . .	948,490.44	\$3,175,556.89	
		Equipment—page 219, . .			
	\$3,175,556.89	Total, ...		\$3,175,556.89	
\$150,000.00		II. Securities—	\$150,000.00		
	\$150,000.00	Stocks—page 221, . . .		\$150,000.00	
		Miscellaneous—page 221, . .			
	\$150,000.00	Total, ...		\$150,000.00	
	\$137,493.02	III. Other Investments:			
		Advances to proprietary, af-			
		filiated, and controlled com-			
		panies for construction,			
		equipment, and better-			
	5,000.00	ments—page 221, . . .	\$137,493.02		
		Miscellaneous investments—			
		Steamboat, ...	5,000.00		
		Securities — unpledged,—			
		page 221, ...		\$142,493.02	
	\$142,493.02	Total, ...		\$142,493.02	
	\$81,765.04	Working Assets:			Cr.
	5,000.00	Cash, ...		\$94,443.55	\$12,678.51
	1,000.00	Miscellaneous,—			Cr. 5,000.00
		Miscellaneous accounts re-			1,000.00
		ceivable, ...			
	\$87,765.04	Total, ...		\$94,443.55	\$6,678.51
	\$3,555,814.95	Grand total, ...		\$3,562,493.46	\$6,678 51

Comparative General Balance Sheet — *Continued.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock;			
		Common stock not held			
\$1,500,000.00		by company,	\$1,500,000.00		
		Preferred stock held by			
		company,			
	\$1,500,000.00	Receipts outstanding for		\$1,500,000.00	
		installments paid,			
		Premiums realized on capital			
		stock—page #17,			
	\$1,500,000.00	Total, ...		\$1,500,000.00	
		Mortgage, Bonded, and			
\$1,500,000.00		Secured Debt:			
		Mortgage bonds not	\$1,500,000.00		
	\$1,500,000.00	held by company,		1,500,000.00	
		Receivers' certificates —			
		page #19, ...			
	\$1,500,000.00	Total, ...		\$1,500,000.00	
\$250.00		Working Liabilities:			
		Audited vouchers and wages			
4,297.14		unpaid, ...	\$250.00		
		Matured interest, dividends,	4,027.14		Cr. \$180.00
		and rents unpaid, ...			
	\$4,457.14	Total, ...		\$4,277.14	Cr. \$180.00
	\$250.00	Accrued Liabilities not Due:			
		Unmatured interest, divi-		\$68,060.00	
		dends, and rents payable,			
	\$250.00	Total, ...		\$68,060.00	\$67,810.00
	\$551,107.81	Profit and Loss:		\$490,156.32	\$60,951.49
		Balance—page #20, ...			
	\$3,555,814.95	Grand total, ...		\$3,562,493.46	\$6,078.51

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

Contracts and agreements are made with the operating company, Central Vermont Railway.

Employees and Salaries—Entire Line (Lessee's Account).

Class.	No. on June 30.	Total no. of days worked.	Total yearly compensation.	Av. daily compensation.
Officers, ...	2	780	\$4,260.00	\$5.84
General Office Clerks, ...	2	780	1,260.00	1.78
Station Agents, ...	32	11,680	23,152.00	1.90
Other Station Men, ...	854	109,444	190,938.00	1.74
Enginemen, ...	25	7,805	24,528.00	3.14
Firemen, ...	29	9,060	18,120.00	2.00
Conductors, ...	21	6,250	16,855.40	2.45
Other Trainmen, ...	40	12,480	25,980.42	2.08
Machinists, ...	16	5,008	13,152.00	2.63
Carpenters, ...	14	4,382	8,942.40	2.04
Other Shopmen, ...	46	12,998	22,994.40	1.77
Section Foremen, ...	27	8,838	16,798.80	1.90
Other Trackmen, ...	69	21,398	32,097.84	1.50
Switch Tenders, Crossing Tenders, and Watchmen, ...	12	3,653	6,757.80	1.85
Telegraph Operators and Dispatchers, ...	20	7,208	13,686.00	1.90
All other Employees and Laborers, ...	16	4,871	6,576.00	1.35
Total, (Excluding "General Officers"),	725	226,530	\$423,579.06	\$1.87
Distribution of above:				
Maintenance of Way and Structures, ...	105	33,053	56,356.64	1.70
Maintenance of Equipment, ...	67	19,571	37,623.80	1.92
Transportation Expenses, ...	549	172,446	324,078.62	1.88
General Expenses, ...	4	1,460	5,520.00	3.06
Total ("Excluding General Officers," Entire Line, ...)	725	226,530	\$423,579.06	\$1.87

Traffic and Mileage Statistics—Entire Line.

(Lessee's Account.)

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, ...	555,870	.....	.....	.....
No. of passengers carried one mile, ...	8,835,952	.....	.....	.....
No. of pass'gers carried 1 mile per mile of road, ...	71,546	.....	.....	.....
Average distance carried, miles, ...	15.91	.....	.....	.....
Total passenger revenue (p. 221), . . . . .	.....	194,831	55	.....
Average am't received from each passenger, . . . . .	.....	.....	34	9.91
Average receipts per passenger per mile, . . . . .	.....	.....	02	1.99
Total pass'r service, train revenue, (p. 221), . . . . .	.....	246,185	72	.....
Pass'r service, train rev. per mile of road, . . . . .	.....	1,993	40	.....
Pass'r service, train revenue per train mile, . . . . .	.....	.....	74	9.94
Freight Traffic:				
No. of tons carried of freight earning revenue, (p. 221)	1,802,660	.....	.....	.....
No. tons carried one mile, ...	77,776,812	.....	.....	.....
No. of tons carried one mile per mile of road, ...	629,772	.....	.....	.....
Average distance haul of one ton, miles, ...	48.15	.....	.....	.....
Total freight revenue (p. 221), . . . . .	.....	816,893	78	.....
Average am't received for each ton of freight, . . . . .	.....	.....	45	3.19
Average receipts per ton per mile, . . . . .	.....	.....	01	0.50
Freight revenue per mile of road, . . . . .	.....	6,614	52	.....
Freight revenue per train mile, . . . . .	.....	1	96	8.58
Total Traffic:				
Operating revenues (p. 221), . . . . .	.....	1,083,759	11	.....
Operating revenues per mile of road, . . . . .	.....	8,775	38	.....
Operating revenues per train mile, . . . . .	.....	1	45	8.16
Operating expenses (p. 224), . . . . .	.....	891,297	82	.....
Operating expenses per mile of road, . . . . .	.....	7,216	98	.....
Operating expenses per train mile, . . . . .	.....	1	19	9.21
Net operating revenue (p. 221), . . . . .	.....	192,461	79	.....
Net operating revenue per mile of road, . . . . .	.....	1,558	40	.....
Average number of passengers per car mile,				
Average number of passengers per train mile, ...	11.	.....	.....	.....
Average no. of passenger cars per train mile, ...	27.	.....	.....	.....
Average no. of tons of freight per loaded car mile, ...	3.89	.....	.....	.....
Average no. of tons of freight per train mile, ...	11.73	.....	.....	.....
Average no. of freight cars per train mile, ...	187.43	.....	.....	.....
Average no. of loaded cars per train mile, ...	20.48	.....	.....	.....
Average no. of empty cars per train mile, ...	15.98	.....	.....	.....
Average no. of empty cars per train mile, ...	3.48	.....	.....	.....
Average mileage operated during year, ...	121.	.....	.....	.....

Traffic and Mileage Statistics—Entire Line.—*Concluded.*

(Lessee's Account.)

Classification.	Item.	Total.
Locomotive Mileage, Revenue Service:		
Freight locomotive, miles, ...	421,844	
Passenger locomotive, miles, ...	339,636	
Switching locomotive, miles, ...	141,744	
Total revenue locomotive mileage, ...		892,724
Non-revenue service, locomotive miles, ...		30,640
Car Mileage, Revenue Service:		
Freight car, miles:		
Loaded, ...	6,639,230	
Empty, ...	1,444,884	
Caboose, ...	425,207	
Total freight car miles, ...		8,499,321
Passenger car, miles:		
Passenger, ...	743,556	
Sleeping, parlor, and observation, ...	47,625	
Other passenger train cars, ...	322,205	
Total passenger car, miles, ...		1,113,386
Special car, miles:		
Passenger, ...	150	
Sleeping, parlor, and observation, ...	20	
Other passenger train cars, ...	99	
Total special car, miles, ...		269
Total revenue car, mileage, ...		9,611,976
Non-revenue service, car miles, ...		112,890
Train Mileage, Revenue Service:		
Freight train, miles, ...	414,965	
Passenger train, miles, ...	328,374	
Total revenue train mileage, ...		743,339
Non-revenue service, train miles, ...		28,626

Freight Traffic Movement.

(Lessee's Account).

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Percent.
Products of Agriculture:				
Grain, ...	698	24,451	25,144	1.89
Flour, ...	125	9,768	9,893	.55
Other Mill Products, ...	1,524	34,279	35,803	1.99
Hay, ...	122	10,817	10,939	.61
Total, ...	2,464	79,315	81,779	4.54
Products of Animals:				
Live Stock, ...	1,175	3,518	4,693	.26
Other Packing-House Products, ...	479	5,176	5,655	.31
Poultry, Game and Fish, ...	210	4,717	4,927	.27
Wool, . . . . .	.....	2,700	2,700	.15
Hides and Leather, ...	573	7,820	8,393	.47
Total, ...	2,437	23,931	26,368	1.46
Products of Mines:				
Anthracite Coal, . . . . .	.....	76,321	76,321	4.23
Bituminous Coal, . . . . .	.....	301,808	301,808	16.74
Coke, . . . . .	.....	922	922	.05
Ores, . . . . .	.....	794	794	.04
Stone, Sand, and other like articles, ...	56,421	33,340	89,761	4.98
Total, ...	56,421	413,185	469,606	26.04
Products of forests:				
Lumber, ...	12,015	28,751	40,766	2.26
Total, ...	12,015	28,751	40,766	2.26
Manufactures:				
Petroleum and other Oils, . . . . .	.....	7,981	7,981	.44
Sugar, . . . . .	.....	57,817	57,817	3.21
Iron, Pig and Bloom, . . . . .	.....	6,841	6,841	.38
Cement, Brick and Lime, ...	2,414	34,321	37,235	2.07
Wines, Liquors and Beers, ...	413	3,870	4,283	.24
Household Goods and Furniture, ...	598	3,914	4,512	.25
Other Manufactures, ...	79,662	226,018	305,680	16.96
Total, ...	83,087	341,262	424,349	23.55
Merchandise, ...	307,481	533,696	741,177	41.13
Miscellaneous:				
Other commodities not mentioned above, ...	8,496	10,019	18,515	1.03
Total Tonnage—Entire Line,	372,401	1,430,159	1,803,560	100.00

Description of Equipment—Entire Line.
(Lessee's Account.)

Item.	Number on June 30, 1909.	Number added during year.	Number retired during year.	Number on June 30, 1910.	No. fitted with train brake.	No. fitted with au tomatic coupler.
Locomotives—Owned or Leased :						
Freight, ...	12	3	0	15	15	15
Switching, ...	1	0	0	1	1	1
Total Locomotives in Service,	13	3	0	16	16	16
Less Locomotives Leased, .	5	3	0	8	8	8
Total Locomotives Owned,	8	0	0	8	8	8
Cars Owned or Leased :						
In Passenger Service :						
First-class Cars, ...	11	0	0	11	11	11
Combination Cars, ...	8	0	0	8	8	8
Baggage, Exp., and Postal Cars	2	0	0	2	2	2
Total, ...	21	0	0	21	21	21
Cars in Freight Service:						
Box Cars, ...	11	0	5	6	8	6
Coal Cars, ...	28	0	5	23	17	23
Total, ...	39	0	10	29	20	29
Cars in Company's Service :						
Derrick Cars, ...	1	0	0	1	0	1
Caboose Cars, ...	4	0	0	4	4	4
Other Road Cars, ...	28	2	3	27	7	27
Total, ...	33	2	3	32	11	32
Total Cars in Service, .	93	2	13	82	52	62
Total Cars Owned, . . .	93	2	13	82	52	82

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT:
None.

Mileage — Entire Line.**A. Mileage of Road Operated (All Tracks). (Lessee's Account.)**

Line in use.	Line owned, main line.	RAILS.	
		Iron.	Steel.
Miles of single track, ...	121.00	.....	121.00
Miles of yard track and sidings, ...	37.80	3.00	34.80
Total mileage operated (all tracks), ...	158.80	3.00	155.80

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory.	Line owned, main line.	Total mileage operated.	Steel Rails.
Vermont, ...	10.00	10.00	10.00
Massachusetts, ...	54.90	54.90	54.90
Connecticut, ...	56.10	56.10	56.10
Total mileage operated (single track),	121.00	121.00	121.00

C. Mileage of Line Owned by States and Territories (Single Track).

State or Territory.	Line owned, main line.	Total mileage owned.	Steel Rails.
Vermont, ...	10.00	10.00	10.00
Massachusetts, ...	54.90	54.90	54.90
Connecticut, ...	56.10	56.10	56.10
Total mileage owned (single track),	121.00	121.00	121.00

Renewals of Rails and Ties (Lessee's Account).**NEW RAILS LAID DURING YEAR.****None.****NEW TIES LAID DURING YEAR.**

Kind.	Number.	Average Price at distributing Point cents.
Chestnut, ...	88,120	46
Total, ...	88,120	46

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous coal—tons.	Soft Wood—cords.	Total Fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
Revenue Service:					
Freight, . . .	24,753.00	87.00	24,797.00	421,844	117.70
Passenger, . . .	19,866.00	68.00	19,400.00	329,636	117.71
Switching, . . .	8,327.00	29.00	8,341.00	141,744	117.69
Nonrevenue Service,	1,801.00	6.00	1,804.00	30,640	117.76
Total, ...	54,247.00	190.00	54,342.00	923,864	117.70
Average cost at distributing point, .	\$2.691	\$1.683	\$2.69		

Accidents to Persons.

- a. Accidents resulting from the movement of trains, locomotives, or cars.
(Lessee's Account.)

EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCH TENDERS CROSSING TENDERS, AND WATCHMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling, . . .		5				5
Derailments, ...		4				4
Falling from Trains, Locomotives, or Cars, ...	1	5			1	5
Jumping on or off Trains, Locomotives, or Cars, ...		6				6
Struck by Trains, Locomotives, or Cars, ...				1		1
Total, ...	1	20		1	1	21

Accidents to Persons.—Continued.**OTHER PERSONS.**

Kind of Accident.	PASSENGERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions, ...		16				16
Derailments, ...		2				2
Falling from Trains, Locomotives, or Cars, ...		1				1
Other Causes, ...			5	2	5	2
Total, ...		19	5	2	5	21

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	STATION MEN.	TRACK- MEN.	OTHER EMPLOY- EES.	TOTAL.
	Injured.	Injured.	Injured.	Injured.
Handling Traffic, ...	7		2	9
Handling Supplies, etc., ...		5	4	9
Total, ...	7	5	6	18

SUMMARY.

Classification—Tables A and B.	Killed.	Injured.
Table A: Railway Employees, ...	1	21
Passengers, ...		19
Other Persons, ...	5	2
Table B: Railway Employees, ...		18
Total, ...	6	60

Characteristics of Road.

(Lessee's Account.)

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
		Feet.	Feet.	Feet.
Bridges: Iron, ...	38	2,648	8	208
Wooden, ...	20	318	10	26
Total, ...	58	2,956	....	....
Trestles, ...	18	2,771	17	464

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	Inches
Overhead Highway Crossings: Bridges, ...	4	14	10½
Total, ...	4	..	..
Overhead Railway Crossings: Bridges, ...	4	18	1
Total, ...		..	..
Tunnels, ...	1	16	..

GAGE OF TRACK — 4 feet 8½ inches; 121 miles.

Telegraph.

A. Owned by company making this report: None.

B. Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
121	462	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

We, the undersigned, C. H. Osgood, President, and John C. Averill, Treasurer, of The New London Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

C. H. OSGOOD,

President.

JOHN C. AVERILL,

Treasurer.

Subscribed and sworn to before me this 17th day of October, 1910.

JUSTUS A. SOUTHARD,

Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

1. Exact name of common carrier making this report: The New York, New Haven and Hartford Railroad Company.
2. Date of organization: See History.
3. Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: See History.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: See History.
5. Date and authority for each consolidation: See History.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized: See History.

History.

The name of the common carrier making this report is The New York, New Haven and Hartford Railroad Company.

On May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company.

The charter and amendments thereto of the merging company first above named are to be found in Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 145, 706; Vol. XV, p. 489.

This company was chartered as The Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County, January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company.

The charter and amendments thereto of the merged company second above named are found in Conn. Public Acts, 1871, Chaps. 129, 152; do. 1889, Chap. 166; 1899, Chaps. 198, 226, Sec. 18; Special Laws of Conn., Vol. VII, pp. 465, 688; Vol. VIII, p. 411; Vol. X, p. 1298; Vol. XI, p. 32; Vol. XII, pp. 348, 642; Vol. XIII, p. 41; Vol. XIV, pp. 15, 869; Vol. XV, p. 40; *Mass. Acts and Resolves*, 1872, Chap. 171; 1898, Chap. 399; 1901, Chap. 231; 1905, Chap. 252; 1906, Chaps. 160, 220, 237; 1907, Chap. 441. *R. I. Acts and Resolves*, Jan., 1892, p. 389; 1893, pp. 377, 379, 380; 1895, p. 165; 1897, p. 93; 1899, pp. 30, 35; 1900, pp. 79, 98; 1904, p. 103; 1905, p. 209; 1907, pp. 140, 184.

The constituent companies of The New York, New Haven and Hartford Railroad Company are:

The New York and New Haven Railroad Company: *Special Laws of Conn.*, Vol. IV, pp. 1020, 1025, 1029, 1031; Vol. VI, pp. 88, 137, 226, 319, 716;

Conn. Public Acts, 1871, Chaps. 129, 152. Laws of New York, 1846, Chap. 195; 1848, Chap. 143. Mass. Acts and Resolves, 1872, Chap. 171.

The Hartford and New Haven Railroad Company, which had itself been consolidated with The Hartford and Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with Middletown Extension Railroad Company in 1861; with New Britain and Middletown Railroad Company in 1868; and with Windsor Locks and Suffield Railroad Company in 1871: Special Laws of Conn., Vol. I, pp. 1002, 1005, 1006; Vol. IV, pp. 874, 899, 900, 901, 903, 916, 917, 918, 919, 934, 938, 954, 967; Vol. V, pp. 32, 36, 576; Vol. VI, pp. 323, 578, 594, 791; Vol. VII, p. 688; Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1839, Chap. 101; 1844, Chap. 28; 1845, Chap. 42; 1847, Chap. 244; 1852, Chap. 87; 1868, Chap. 355; 1872, Chaps. 127, 171.

The Stamford and New Canaan Railroad Company, successor of New Canaan Railroad Company: Special Laws of Conn., Vol. VI, pp. 10, 22; Vol. VIII, p. 196; Vol. IX, p. 682.

The Hartford and Connecticut Valley Railroad Company, successor of Connecticut Valley Railroad Company: Special Laws of Conn., Vol. VI, pp. 398, 548; Vol. VIII, pp. 348, 420; Vol. IX, pp. 203, 679. Mass. Acts and Resolves, 1876, Chap. 43; 1881, Chap. 116; 1882, Chap. 118.

New York, Providence and Boston Railroad Company: Special Laws of Conn., Vol. I, pp. 1019, 1023; Vol. IV, pp. 975, 978, 979, 1032, 1033; Vol. V, pp. 47, 205, 227, 243, 592; Vol. VI, p. 374; Vol. VII, p. 938; Vol. VIII, p. 4; Vol. IX, pp. 28, 503. Mass. Acts and Resolves, 1889, Chap. 345. R. I. Acts and Resolves, June, 1832, p. 67; June, 1833, p. 10; June, 1836, p. 3; Jan., 1840, p. 83; Jan., 1841, p. 8; Oct., 1842, p. 68; Oct., 1846, p. 86; May, 1847, p. 57; Oct., 1847, p. 48; Jan., 1848, p. 32; June, 1851, p. 44; May, 1858, p. 51; Jan., 1862, p. 239; May, 1864, p. 32; Jan., 1865, p. 261; May, 1868, p. 27; Jan., 1872, p. 184; May, 1872, p. 69; Jan., 1873, p. 206; Jan., 1875, p. 261; May, 1875, p. 42; Jan., 1876, p. 191; May, 1879, pp. 38, 39; Jan., 1880, pp. 141, 142; Jan., 1881, pp. 174, 178; Jan., 1885, p. 197; Jan., 1888, p. 245; May, 1888, p. 91; Jan., 1891, pp. 240, 244, 322; May, 1891, pp. 39, 41; Jan., 1892, p. 389.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven: Special Laws of Conn., Vol. I, pp. 241, 242, 243; Vol. III, p. 283; Vol. VI, p. 182; Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Re-build and Support Union Wharf and Pier in New Haven: General Assembly, Colony of Conn., May, 1760; do. May, 1772; do. State of Conn., 1790. Special Laws of Conn., Vol. I, pp. 497, 498, 502, 523, 525; Vol. VI, p. 9; Vol. XII, p. 632.

Shore Line Railway Company, successor in 1864 to The New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of New Haven and New London Railroad Company with New London and Stonington Railroad Company: Special Laws of Conn., Vol. IV, pp. 967, 973, 974, 975, 979; Vol. V, pp. 47, 243, 590, 766; Vol. VI, pp. 327, 394, 906; Vol. VIII, p. 364; U. S. Statutes at Large, Vol. IX, p. 165.

The Housatonic Railroad Company: Special Laws of Conn., Vol. I,

p. 1025; Vol. IV, pp. 921, 922, 924, 925, 926, 927, 928; Vol. V, pp. 578, 609; Vol. IX, p. 617; Conn. Private Acts, 1870, p. 115. Mass. Acts and Resolves, 1847, Chap. 272; 1885, Chap. 338; 1886, Chap. 335; 1892, Chap. 227.

Shepaug, Litchfield and Northern Railroad Company, successor of Shepaug Valley Railroad Company and Shepaug Railroad Company: Special Laws of Conn., Vol. VI, pp. 96, 395, 790, 849; Vol. VII, pp. 3, 463; Vol. IX, p. 800; Vol. X, pp. 478, 847, 1342.

New Haven and Derby Railroad Company: Special Laws of Conn., Vol. V, p. 653; Vol. VI, p. 171, 826; Vol. VII, pp. 114, 343; Vol. VIII, p. 55; Vol. X, p. 239.

Danbury and Norwalk Railroad Company: Special Laws of Conn., Vol. I, p. 998; Vol. IV, pp. 885, 887; Vol. VI, pp. 48, 373, 655; Vol. VIII, p. 418; Vol. IX, pp. 329, 949.

Colchester Railway Company: Special Laws of Conn., Vol. VIII, p. 34.

The Rockville Railroad Company: Special Laws of Conn., Vol. V, pp. 139, 557; Vol. VIII, p. 418; Vol. X, p. 1107.

Rhode Island and Massachusetts Railroad Company, R. I. Div., incorporated under name of Rhode Island Mining Railroad Company: R. I. Acts and Resolves, Jan., 1865, p. 238; May, 1871, p. 54; Jan., 1872, p. 209; Jan., 1875, p. 254; May, 1875, p. 44; Jan. 1880, p. 143; Jan., 1882, p. 225; Jan., 1887, p. 242; Jan., 1888, p. 292A; Jan., 1890, p. 278; Jan., 1891, p. 322. Mass. Acts and Resolves, 1873, Chap. 214; 1890, Chap. 340.

The Naugatuck Railroad Company: Special Laws of Conn. Vol. IV, pp. 944, 949, 950, 951, 952; Vol. V, pp. 75, 753; Vol. VI, pp. 8, 9, 23, 293, 709.

The Watertown and Waterbury Railroad Company: Special Laws of Conn., Vol. VI, p. 647; Vol. XI, p. 31; sold under foreclosure of mortgage by Treasurer State of Conn. to Naugatuck Railroad Company in 1893.

Providence and Springfield Railroad Company, successor in 1872 to Woonasquatucket Railroad Company: R. I. Acts and Resolves, Jan., 1857, p. 62; May, 1865, p. 133; Jan., 1872, pp. 142, 215; May, 1874, p. 32; Jan., 1890, p. 264; Jan., 1891, pp. 241, 242; May, 1891, p. 43. Special Laws of Conn., Vol. X, p. 560. Mass. Acts and Resolves, 1891, Chap. 387.

Woonsocket and Pascoag Railroad Company: R. I. Acts and Resolves, May, 1887, p. 16; 1891, p. 245.

The Middletown, Meriden and Waterbury Railroad Company, formerly The Meriden and Cromwell Railroad Company and The Meriden and Waterbury Railroad Company, consolidated, 1887, under name of The Meriden, Waterbury and Connecticut River Railroad Company; sold under foreclosure of mortgage and came into possession of Middletown, Meriden and Waterbury Railroad Company in 1898; original companies organized under general laws of State of Conn.: M. and C., July 10, 1882; M. and W., May 24, 1887; M., M. and W., November 3, 1898. Amendments, Special Laws of Conn., Vol. IX, p. 767; Vol. X, pp. 481, 745, 814.

Boston and New York Air Line Railroad Company, successor of New Haven, Middletown and Willimantic Railroad Company: Special Laws of Conn., Vol. VI, pp. 286, 329, 652; Vol. VII, pp. 2, 31, 273, 543, 767, 885; Vol. XII, p. 515.

The Providence Terminal Company, incorporated as New York, Providence and Boston and Old Colony Railroad Terminal Company: R. I. Acts and Resolves, May, 1891, p. 39; Jan., 1904, p. 103.

The Manufacturers Railroad Company, successor to The Manufacturers Street Railway Company of New Haven: Special Laws of Conn., Vol. XI, p. 861; Vol. XII, pp. 295, 1017; Vol. XIII, p. 817; Vol. XIV, p. 123.

Pawtuxet Valley Railroad Company: R. I. Acts and Resolves, May, 1868, p. 42; Jan., 1869, p. 207; May, 1872, p. 69; Jan., 1873, p. 203; May, 1875, p. 40; May, 1879, p. 23; Jan., 1880, p. 141; Jan., 1900, p. 98.

The New England Railroad Company, successor in 1895 to the New York and New England Railroad Company: Special Laws of Conn., Vol. XII, p. 8. Mass. Acts and Resolves, 1895, Chap. 484; 1906, Chap. 554. R. I. Acts and Resolves, May, 1895, p. 12. (The New England Railroad Company is lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company: for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company; for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease.)

The People's Tramway Company: Special Laws of Conn., Vol. XI, p. 1045; Vol. XII, p. 1037; Vol. XIII, p. 387.

The Putnam and Thompson Street Railway Company: Special Laws of Conn., Vol. XI, p. 746; Vol. XII, pp. 395, 1026.

The Danielson and Norwich Street Railway Company: Special Laws of Conn., Vol. XIII, p. 800.

The Winchester Avenue Railroad Company: Special Laws of Conn., Vol. X, p. 1224; Vol. XI, p. 995; Vol. XII, pp. 391, 1041; Vol. XIII, p. 902; Vol. XIV, p. 390.

New Haven and West Haven Horse Railroad Company: Special Laws of Conn., Vol. V, p. 741; Vol. VI, pp. 64, 140, 619, 793; Vol. VII, pp. 787, 788; Vol. VIII, pp. 105, 215; Vol. IX, p. 167; Vol. X, pp. 1129, 1322; Vol. XI, p. 994.

The Fair Haven and Westville Railroad Company: Special Laws of Conn., Vol. V, pp. 370, 498, 502, 620, 627, 655; Vol. VI, pp. 51, 404, 949; Vol. VII, pp. 382, 899; Vol. X, pp. 326, 356, 959, 1203; Vol. XI, pp. 863, 1040, 1066, 1160; Vol. XII, p. 472, 1019; Vol. XIII, pp. 369, 1024; Vol. XIV, p. 389.

The New Haven Street Railway Company, including State Street Horse Railroad Company, New Haven and Morris Cove Railroad Company, Edgewood Street Railroad Company, Lake Saltonstall Railroad Company, New Haven and East Haven River Railway Company: Special Laws of Conn., Vol. VI, pp. 344, 346, 792; Vol. VII, pp. 63, 145, 314, 675, 787, 813, 873; Vol. VIII, p. 374; Vol. IX, p. 167; Vol. X, p. 1040; Vol. XI, pp. 843, 846, 863, 1042, 1065, 1066, 1070; Vol. XII, pp. 473, 919, 1015; Vol. XIII, p. 369.

The New Haven and Centerville Street Railway Company: Special Laws of Conn., Vol. V, p. 701; Vol. VI, pp. 98, 404, 611, 954; Vol. VII, pp. 619, 742, 776, 787, 890; Vol. IX, pp. 167, 802; Vol. XI, p. 1027; Vol. XII, p. 478; Vol. XIII, p. 369.

Meriden Electric Railroad Company: Special Laws of Conn., Vol. X,

pp. 332, 744, 839, 1293; Vol. XI, p. 894; Vol. XII, p. 73; Vol. XIII, pp. 529, 1185; Vol. XIV, p. 471.

The Wallingford Tramway Company: Special Laws of Conn., Vol. XIV, p. 239.

New London Street Railway Company: Special Laws of Conn., Vol. VII, p. 565; Vol. X, p. 318; Vol. XI, p. 976; Vol. XII, p. 739; Vol. XIII, p. 202; Vol. XIV, p. 478.

The Norwich Street Railway Company: Special Laws of Conn., Vol. V, pp. 575, 762; Vol. VI, pp. 304, 575, 828; Vol. IX, pp. 614, 887; Vol. X, p. 1067; Vol. XI, p. 852; Vol. XII, pp. 313, 1193; Vol. XIII, p. 273; Vol. XIV, p. 87. Conn. Private Acts, 1870, p. 196; 1875, pp. 4, 72.

Montville Street Railway Company: Special Laws of Conn., Vol. X, p. 1135; Vol. XI, p. 840; Vol. XII, p. 620; Vol. XIII, p. 50.

The Middletown Street Railway Company, including Portland Street Railway Company: Special Laws of Conn., Vol. VII, p. 26; Vol. X, pp. 178, 345, 724; Vol. XI, pp. 858, 865; Vol. XII, pp. 349, 398, 631; Vol. XIII, pp. 340, 998; Vol. XIV, p. 411.

Hartford Street Railway Company, including part of The Newington Tramway Company: Special Laws of Conn., Vol. V, pp. 306, 492, 506, 619, 743; Vol. VI, pp. 179, 838; Vol. VII, p. 265; Vol. X, pp. 69, 431, Vol. XI, pp. 1035, 1082; Vol. XII, pp. 208, 682, 686; Vol. XIII, p. 335; Vol. XIV, pp. 277, 820.

The East Hartford and Glastonbury Street Railway Company: Special Laws of Conn., Vol. VI, pp. 85, 180, 344, 734; Vol. X, p. 271; Vol. XI, p. 675; Vol. XIII, p. 48; Vol. XIV, pp. 228, 820.

The Greenwich Tramway Company: Special Laws of Conn., Vol. XI, p. 888; Vol. XII, pp. 420, 1023; Vol. XIII, pp. 229, 230, 632; Vol. XIV, pp. 122, 257, 883.

The Branford Lighting and Water Company: Special Laws of Conn., Vol. XII, pp. 104, 846, 1012; Vol. XIII, pp. 334, 791; Vol. XIV, pp. 204, 652.

Stamford Street Railroad Company: Special Laws of Conn., Vol. X, pp. 236, 637, 1199; Vol. XI, p. 1100; Vol. XII, pp. 315, 495, 1193; Vol. XIII, pp. 323, 655; Vol. XIV, pp. 310, 1061.

The Suffield Street Railway Company: Special Laws of Conn., Vol. XIII, p. 1093; Vol. XIV, pp. 183, 555.

Willimantic Traction Company: Special Laws of Conn., Vol. XIII, p. 1099; Vol. XIV, p. 683.

The Hartford and Middletown Street Railway Company: Special Laws of Conn., Vol. XIV, p. 997.

The Hartford, Manchester and Rockville Tramway Company: Special Laws of Conn., Vol. XI, pp. 752, 968; Vol. XII, pp. 346, 876; Vol. XIV, pp. 87, 670.

The Waterbury and Pomperaug Valley Street Railway Company, formerly The Woodbury and Seymour Street Railway Company, includes The Woodbury and Waterbury Street Railway Company: Special Laws of Conn., Vol. XIV, pp. 187, 315.

The Torrington and Winchester Street Railway Company: Special Laws of Conn., Vol. XII, p. 676; Vol. XIII, p. 640; Vol. XIV, pp. 33, 37.

The Meriden, Southington and Compounce Tramway Company: Special

Laws of Conn., Vol. XII, p. 863; Vol. XIII, pp. 386, 1217; Vol. XIV, pp. 471, 1088.

The Village Water Company of Suffield: Special Laws of Conn., Vol. XII, p. 252; Vol. XIII, p. 854; Vol. XIV, p. 183.

The Stafford Springs Street Railway Company: Special Laws of Conn., Vol. XIII, p. 916; Vol. XIV, pp. 275, 890.

The dates and authorities for the consolidations are as given above and as follows:

The New York, New Haven and Hartford Railroad Company with and in The Consolidated Railway Company, under the name of The New York, New Haven and Hartford Railroad Company, May 31, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XV, p. 40.

The Hartford and New Haven Railroad Company with and in The New York and New Haven Railroad Company under the name of The New York, New Haven and Hartford Railroad Company, August 6, 1872: Conn. Public Acts, 1871, Chap. 129. Mass. Acts and Resolves, 1872, Chap. 171.

The New York, New Haven and Hartford Railroad Company with:

The Stamford and New Canaan Railroad Company, October 1, 1890: Special Laws of Conn., Vol. X, p. 1298.

The Hartford and Connecticut Valley Railroad Company, December 21, 1892: Special Laws of Conn., Vol. X, p. 1298.

New York, Providence and Boston Railroad Company, February 13, 1893: Special Laws of Conn., Vol. X, p. 1298. R. I. Acts and Resolves, January, 1892, p. 389; do. January, 1893, p. 377.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

Shore Line Railway Company, March 18, 1897: Special Laws of Conn., Vol. X, p. 1298.

The Housatonic Railroad Company, March 28, 1898: Special Laws of Conn., Vol. X, p. 1298.

Shepaug, Litchfield and Northern Railroad Company, July 9, 1898: Special Laws of Conn., Vol. X, p. 1298.

New Haven and Derby Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Danbury and Norwalk Railroad Company, October 26, 1905: Special Laws of Conn., Vol. XIV, p. 669; Vol. XV, p. 40.

Colchester Railway Company, December 16, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Rockville Railroad Company, November 6, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Rhode Island and Massachusetts Railroad Company (R. I. Div.), November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Naugatuck Railroad Company, January, 31, 1906: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Providence and Springfield Railroad Company, October 30, 1905: Special Laws of Conn., Vol. XIV, p. 869.

Woonsocket and Pascoag Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Middletown, Meriden and Waterbury Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Providence Terminal Company, December 29, 1906: Special Laws of Conn., Vol. XIV, p. 869.

Boston and New York Air Line Railroad Company, January 30, 1907: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Manufacturers Railroad Company, April 30, 1907: Special Laws of Conn., Vol. XIV, p. 869.

Pawtuxet Valley Railroad Company, February 5, 1907: R. I. Acts and Resolves, January, 1907, p. 184.

The Consolidated Railway Company with:

The People's Tramway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Danielson and Norwich Street Railway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Wallingford Tramway Company, May 14, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Winchester Avenue Railroad Company, May 20, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Fair Haven and Westville Railroad Company, May 23, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Meriden Electric Railroad Company, June 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Norwich Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Montville Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

New London Street Railway Company, October 22, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Middletown Street Railway Company, November 28, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Hartford Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The East Hartford and Glastonbury Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Greenwich Tramway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Branford Lighting and Water Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Stamford Street Railroad Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Suffield Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Willimantic Traction Company, December 6, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford and Middletown Street Railway Company, March 13, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford, Manchester and Rockville Tramway Company, March 26, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Waterbury and Pomperaug Valley Street Railway Company, April, 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The New York, New Haven and Hartford Railroad Company with The Torrington and Winchester Street Railway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Meriden, Southington and Compounce Tramway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Village Water Company of Suffield, January 31, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New England Railroad Company, April 1, 1908: Mass. Acts and Resolves, 1905, Chap. 252. Special Laws of Conn., Vol. XIV, p. 869; XV, p. 40.

The Stafford Springs Street Railway Company, June 30, 1908: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869; Vol. XV, p. 40.

The New York, New Haven and Hartford Railroad Company also controls, by leases, the railroads and railways of the following corporations:

Harlem River and Port Chester Railroad Company, ninety-nine years from October 1, 1873.

The New Haven and Northampton Company (lessee in perpetuity of the Holyoke and Westfield Railroad Company), ninety-nine years from April 1, 1887.

Providence and Worcester Railroad Company, ninety-nine years from July 1, 1892.

Old Colony Railroad Company (lessee for ninety-nine years from April 1, 1888, of property of Boston and Providence Railroad Corporation, for ninety-five years nine months from July 1, 1891, of property of the Providence, Warren and Bristol Railroad Company, and for ninety-nine years from December 1, 1892, of property of the Plymouth and Middleborough Railroad Company), ninety-nine years from March 1, 1893.

Berkshire Railroad Company, ninety-nine years from April 1, 1893.

The New England Railroad Company (lessee for one hundred years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company; for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company; for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease), ninety-nine years from July 1, 1898.

The New York, New Haven and Hartford Railroad Company operated The Chatham Railroad Company under a contract dated June 16, 1905, continuing until June 30, 1910, and thereafter until terminated by notice.

Directors.		
Name.	Post-office address.	Date of expiration of term.
WILLIAM ROCKEFELLER,	New York City,	4th Wednesday in October.
J. PIERPONT MORGAN,	New York City,	" "
GEO. MACCULLOCH MILLER,	New York City,	" "
NATHANIEL THAYER,	Boston, Mass.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DE VER WARNER,	Bridgeport, Conn.,	" "
EDWIN MILNER,	Moosup, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "
D. NEWTON BARNEY,	Farmington, Conn.,	" "
CHARLES S. MELLEN,	New Haven, Conn.,	" "
ROBERT W. TAFT,	Providence, R. I.,	" "
*JOHN H. WHITTEMORE,	Naugatuck, Conn.,	" "
JAMES S. ELTON,	Waterbury, Conn.,	" "
JAMES S. HEMINGWAY,	New Haven, Conn.,	" "
JAMES MCCREA,	Philadelphia, Pa.,	" "
A. HEATON ROBERTSON,	New Haven, Conn.,	" "
FREDERICK F. BREWSTER,	New Haven, Conn.,	" "
HENRY K. MCHARG,	Stamford, Conn.	" "
LEWIS CASS LEDYARD,	New York City,	" "
CHARLES M. PRATT,	New York City,	" "
AMORY A. LAWRENCE,	Boston, Mass.,	" "
ALEXANDER COCHRANE,	Boston, Mass.,	" "
JOHN L. BILLARD,	Meriden, Conn.,	" "
GEORGE F. BAKER,	New York City,	" "

Principal Officers.

Title.	Name.	Official Address.
Chairman of the Board,	C. S. MELLEN,	New Haven, Conn.
President,	C. S. MELLEN,	New Haven, Conn.
Vice-President,	T. E. BYRNES,	Boston, Mass.
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Vice-President,	E. H. MCHENRY,	New Haven, Conn.
Vice-President,	E. G. BUCKLAND,	New Haven, Conn.
Vice-President,	B. CAMPBELL,	New Haven, Conn.
Secretary,	J. G. PARKER,	New Haven, Conn.
Treasurer,	A. S. MAY,	New Haven, Conn.
General Counsel,	E. D. ROBBINS,	New Haven, Conn.
General Auditor,	J. M. TOMLINSON,	New Haven, Conn.
General Manager,	S. HIGGINS,	New Haven, Conn.
Chief Engineer,	EDWARD GAGEL,	New Haven, Conn.
General Superintendent,	B. R. POLLOCK,	New Haven, Conn.
Freight Traffic Manager,	R. T. HASKINS,	New York, N. Y.
General Freight Agent,	L. H. KENTFIELD,	New Haven, Conn.
General Passenger Agent,	A. B. SMITH,	New Haven, Conn.
Commissioner,	A. A. MAXWELL,	New Haven, Conn.

Officer to whom correspondence concerning this report should be addressed: J. M. Tomlinson, General Auditor, New Haven, Conn.

*Deceased

Transportation Corporations Controlled by Respondent.

Name.	CONTROL				
	Sole or Joint.	How established.	Extent.	Direct or indirect	If indirect, name of intermediary through which control is established.
ACTIVE CORPORATIONS:					
The Harlem River & Port Chester R. R. Co.,	Sole	Capital Stock	100%	Direct	.....
New Haven & Northampton Co.,	"	" "	"	"	.....
The New England Navigation Co.,	"	" "	"	"	.....
The Connecticut Co.,	"	" "	"	"	.....
New York, Westchester & Boston Ry. Co.,	"	" "	99*	"	.....
Bennington & North Adams St. Ry. Co.,	"	" "	100%	"	.....
*The Westchester Street Ry. Co.	"	" "	"	"	.....
New York & Stamford Ry. Co.	"	" "	"	"	.....
Rhode Island & Mass. R. R. Co. (in Mass.),	"	" "	"	"	.....
Milford, Franklin & Providence R. R. Co.,	"	" "	"	"	.....
Milford & Woonsocket R. R. Co.,	"	" "	"	"	.....
The Rhode Island Co.,	"	" "	"	"	.....
Berkshire R. R. Co.,	"	" "	79*	"	.....
Central New England Ry. Co.,	"	" "	98	"	.....
Wood River Branch R. R. Co.,	"	" "	56	"	.....
New York, Ontario & Western Ry. Co.,	"	" "	50 ¹	"	.....
Berkshire Street Ry. Co.,	"	" "	99	"	.....
The Hartford & New York Transportation Co.,	"	" "	100%	Indirect	The New England Navigation Co.
Mt. Vernon & Eastern R. R. Co.,	"	" "	100	"	Millbrook Co.
Westchester Northern R. R. Co.,	"	" "	100	"	City & County Contract Co.
Maine Steamship Co.,	"	" "	100	"	The Hartford & New York Transportation Co.

* Securities not yet issued.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

1. Date of last meeting of stockholders for election of directors: October 27, 1909.
2. Date of last closing of stock books before end of year for which this report is made: Oct. 14, 1909, to Oct. 27, 1909, both dates inclusive.
3. Total number of stockholders of record at that date: 16,258.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.
8. Did any individual, association,* or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Operated — Entire Line.

Name.	From—	To—	Miles of road.	Miles of each class.
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jc., N. Y., Cedar Hill Jc., New Haven, Conn.,	Providence, R. I. Springfield, Mass.	173.45 60.97—	233.73
1b. New Canaan Branch,	Stamford, Conn.,	New Canaan, Conn.	7.92	
Berkshire Branch,	Botsford, Conn.,	Mass. State Line.	59.63	
Bridgeport Branch,	Botsford, Conn.,	Bridgeport, Conn.	14.66	
Brookfield Branch,	Brookfield Jc., Conn.,	Danbury, Conn.	3.98	
Litchfield Branch,	Hawleyville, Conn.,	Litchfield, Conn.	33.28	
New Britain Branch,	Berlin, Conn.,	New Britain, Conn.	2.50	
Middletown Branch,	Berlin, Conn.,	Middletown, Conn.	9.70	
Valley Branch,	Hartford, Conn.,	Fenwick, Conn.	46.80	
Suffield Branch,	Windsor L'ks, Conn.,	Suffield, Conn.	4.27	
Pawtuxet Valley Branch,	Auburn, R. I.,	Hope, R. I.	10.26	
Harbor Jc. Branch,	Auburn, R. I.,	Henderson St., R. I.	2.58	
	Providence, R. I.,	East Providence,	1.88	
Conn. with B. & P., P. & W. and P. W. & B. R. R.,	at	E. Providence, R. I.,	.80	
Harrisville Branch,	Woonsocket, R. I.,	Harrisville, R. I.	9.45	
Meriden Branch,	Westfield, Conn.,	Waterbury, Conn.	24.19	
Rockville Branch,	Vernon, Conn.,	Rockville, Conn.	4.60	
Danbury Branch,	Danbury, Conn.,	So. Norwalk, Conn.	23.90	
Wilson's Point Branch,	So. Norwalk, Conn.,	Wilson Pt., Conn.	2.44	
Ridgefield Branch,	Branchville, Conn.,	Ridgefield, Conn.	4.16	
Naugatuck Branch,	Naugat'k Jc., Conn.,	Winsted, Conn.	58.90	
Watertown Branch,	Waterbury, Conn.,	Watertown, Conn.	4.88	
Berkshire Branch,	New Haven, Conn.,			
	Union Depot,	Botsford, Conn.	23.95	
Colchester Branch,	Turnerville, Conn.,	Colchester, Conn.	2.59	
Pascoag Branch,	Providence, Dike St.	Douglas Jc., Mass.	97.78	
Franklin Branch,	Valley Falls, R. I.,	Mass. State Line.	7.07	
Air Line Branch,	New Haven, Conn.,	Willimantic, Conn.	51.27	
	Needham Jct., Mass.,	Cook St., Mass.	3.90	
Wickford Branch,	Wickford Jct.,	Wickford Landing,	3.42	
So. Boston Frt. Branch,	Boston, Mass.,	So. Boston, Mass.,	1.04	
Povidence Branch,	Providence, R. I.,	Willimantic, Conn.	57.73	
Needham Jct. Branch,	West Roxbury, Mass.,	Needham, Mass.	4.83	
Southbridge Branch,	E. Thompson, Conn.,	Southbridge, Mass.	17.23	
Springfield Branch,	E. Hartford, Conn.,	B. & A. Jc. Spg'd., Ma.	23.21	
Melrose Branch,	Melrose, Conn.,	West St. Rockville, Conn.	7.22	
Dedham Branch,	Dedham Jc., Mass.,	Dedham, Mass.	1.53	
Islington Branch,	Islington, Mass.,	Dedham, Mass.	3.00	
	Woonsocket, R. I.,	Needham Jc., Mass.	24.77	
	Boston, Mass.,	Hopewell Jc., N. Y.	214.18—	805.53
2. N. H. & Northampton,	New Haven, Conn.,	Shelburne Jc., Mass.	94.12	
New Hartford Branch,	Farmington, Conn.,	New Hartford, Conn.	15.19	
Williamsburg Branch,	Northampton, Mass.,	Williamsburg, Mass.	7.70	
Turner's Falls Branch,	So. Deerfield, Mass.,	Turner's Falls, Mass.	9.99	
Harlem R. & Ft. C. R. R.,	Harlem River, N. Y.,	New Rochelle, N. Y.	11.17	
Milford, F. & Prov. Branch,	Bellingham, Mass.,	Franklin, Mass.	4.65	
Milford & Woon. Branch,	"	Ashland, Mass.	15.13	
Rhode Island & Mass. R. R. (in Mass.)	Franklin, Mass.,	W. Wrentham, Mass.	6.52	
Berkshire R. R.,	Conn. State Line,	N. Y. State Line.	23.17	
	V. Deussenville, Mass.,	Pittsfield, Mass.,	23.06	
Prov. & Worcester R. R.,	Providence, R. I.,	Worcester, Mass.	40.90	
East Providence Branch,	Valley Falls, R. I.,	E. Providence, R. I.	7.00	
Prov., Warren & Bris. R. R.,	India Point, R. I.,	Bristol, R. I.	14.02	
" " Branch	India Point, R. I.,	Bristol, R. I.	.43	
Boston & Providence R. R.,	Boston, Mass.,	Providence, R. I.	41.89	
India Point Branch,	E. Junction, Mass.,	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, Mass.,	Dedham, Mass.	5.87	
Dedham Branch,	Readville, Mass.,	Dedham, Mass.	2.47	
Connection with	Midland Div. at	Readville, Mass.	1.40	
Stoughton Branch,	Canton Jct., Mass.,	Stoughton, Mass.	4.05	
Old Colony R. R.: Main Line,	Boston, Mass. (Ft. Pt. Channel).	Newport, R. I.	67.60	
" "	Mayflower Pk., Mass.,	Somerset Jc., Mass.	26.21	
" "	Middleboro, Mass.,	Provincetown, Mass.	55.65	
" "	Raynham, Mass.,	Whittenton Jc., Mass.,	3.28	

Road Operated — Entire Line. — *Continued.*

Name.	From—	To—	Miles of road.	Miles of each class.
Old Colony R. R.—Continued.				
Main Line,	Braintree, Mass.,	Kingston, Mass.	82.81	
" "	So. Braintree, Mass.,	Plymouth, Mass.	26.04	
" "	Frammingham, Mass.,	Lowell, Mass.	25.12	
Dorchester & Milton Branch,	New Bedford, Mass.,	Fitchburg, Mass.	91.25	
Stoughton Branch,	Neponset, Mass.,	Mattapan, Mass.	3.80	
Shawmut Branch,	Stoughton Br. Jc., Ma.,	Stoughton, Mass.	1.65	
Bridgewater Branch,	Harrison Sq., Mass.,	Shawmut & Milton Jc.	2.29	
Brockton Branch,	Whitman, Mass.,	Bridgewater I. Works.	6.12	
Granite Branch,	Elmwood, Mass.,	Westdale, Mass.	.75	
Hyannis Branch,	Atlantic, Mass.,	Braintree, Mass.	5.41	
Woods Hole Branch,	Yarmouth, Mass.,	Hyannis, Mass.	5.05	
Hanover Branch,	Buzzards Bay, Mass.,	Woods Hole, Mass.	17.54	
Fairhaven Branch,	No. Abington, Mass.,	Hanover, Mass.	7.80	
Easton Branch,	Tremont, Mass.,	Fair Haven, Mass.	15.17	
P. & M. R. R. Extension,	Matfield, Mass.,	Easton, Mass.	7.66	
Middleboro & Taunton Branch,	at	Middleboro, Mass.	.43	
Attleboro Branch,	Middleboro, Mass.,	M. & T. Jc., Mass.	8.04	
Whittenton Y Branch,	Attleboro Jc., Mass.,	Attleboro, Mass.	8.60	
Sterling Branch,	Attleboro Jc., Mass.,	Whittenton, Mass.	.98	
Lancaster Branch,	Pratt's Jc., Mass.,	Sterling Jc., Mass.	5.08	
Marlboro Branch,	Lancaster Jc., Mass.,	Lancaster Mills, Mass.	1.63	
Prison Branch,	Marlboro Jc., Mass.,	Marlboro, Mass.	1.47	
Wrentham Branch,	So. Frammingham, Ma.,	Women's Reformat'y.	.65	
Walpole & Dedham Branch,	Walpole Jc., Mass.,	No. Attleboro, Mass.	11.88	
Fall River Branch,	No. Attleboro, Mass.,	Adamsdale Jc., Mass.	3.86	
Warren Branch,	Walpole Jc., Mass.,	Norwood Jc., Mass.	5.78	
Connection Southampton St.,	New Bedford, Mass.,	Fall River, Mass.	12.25	
Nantasket Beach Branch,	Fall River, Mass.,	Warren, R. I.	7.95	
Plymouth & Middleboro R. R.,	Boston Division,	Boston, Mass.	.43	
Norwich & Worcester R. R.,	Nantasket Jc., Mass.,	Pemberton, Mass.	6.95	
Holyoke & Westfield R. R.,	Plymouth, Mass.,	Middleboro, Mass.	15.08	
	Groton, Conn.	Worcester, Mass.	70.91	
	Holyoke, Mass.,	Westfield, Mass.	10.59	950.11
4. Chatham R. R.,	Harwich, Mass.,	Chatham, Mass.	7.07	7.07
5. New York & Harlem R. R.,	Woodlawn Jc., N. Y.,	G. C. Depot, N. Y.	12.08	
Central New England Ry.,	Hopewell Jc., N. Y.,	Po'keepsie, N. Y.	12.00	
Boston Terminal Co.,	Po'keepsie Jc., N. Y.,	Poughkeepsie, N. Y.	1.80	
Boston & Albany R. R.,	Fort Point Channel,	Boston Station.	.42	
" " " "	Junction to Station,	Ashland, Mass.	.22	
" " " "	" " "	Worcester, Mass.	.15	
" " " "	" " "	Springfield, Mass.	.17	
" " " "	" " "	Springfield, Mass.	.59	
Boston & Maine R. R.,	Cook St. to Station,	Newton H'lands, Mass.	.81	
" " " "	Junction to Station,	Lowell, Mass.	.57	
" " " "	Sterling Jc., Mass.,	Worcester, Mass.	11.94	
" " " "	Shelburne Jc., Mass.,	Shelburne Falls, Mass.	4.07	44.87
Total Road Operated, ...				2,040.80

1 a. Main line.

1 b. Branches and spurs.

2. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Road Operated — State of Connecticut.

FOR COMPANIES (OTHER THAN SWITCHING AND TERMINAL) MAKING OPERATING REPORT.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
1a. N. Y., N. H. & H.,	N. Y. State Line, Cedar Hill Jct., N.H.,	R. I. State Line, Springfield,	115.39 54.33	169.71
1b. New Canaan Branch, Berkshire Branch, Bridgeport Branch, Brookfield Branch, Litchfield Branch, New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Meriden Branch, Rockville Branch, Danbury Branch, Wilson's Point Branch, Ridgefield Branch, Naugatuck Branch, Watertown Branch, Berkshire Branch, Colchester Branch, Air Line Branch, Providence Branch, Southbridge Branch, Springfield Branch, Melrose Branch,	Stamford, Conn., Botsford, Conn., Botsford, Conn., Brookfield Jct., Conn., Hawleyville, Berlin, Conn., Berlin, Conn., Hartford, Conn., Windsor L'ka, Conn., Westfield, Conn., Vernon, Conn., Danbury, Conn., So. Norwalk, Conn., Branchville, Conn., Naugatuck, Jct., Ct., Watertown, Conn., N. Haven, Ct., U. S., Turnerville, Conn., New Haven, Conn., Willimantic, Conn., East Thompson, Ct., East Hartford, Conn., Melrose, Conn., Mass. State Line,	New Canaan, Conn., Mass. State Line, Bridgeport, Conn., Danbury, Conn., Litchfield, Conn., New Britain, Conn., Middletown, Conn., Fenwick, Conn., Suffield, Conn., Waterbury, Conn., Rockville, Conn., So. Norwalk, Conn., Wilson's Point, Ct., Ridgefield, Conn., Winsted, Conn., Watertown, Conn., Botsford, Conn., Colchester, Conn., Willimantic, Conn., R. I. State Line, Mass. State Line, Mass. State Line, West St., Rockville, New York State Line,	7.92 59.63 14.66 3.93 32.23 2.80 9.70 43.30 4.27 24.19 4.60 23.99 2.44 4.16 55.99 4.82 23.95 3.59 51.37 81.96 5.35 30.17 7.22 134.14	577.98
2. New Haven & North'pton Co., New Hartford Branch, Norwich and Worcester,	New Haven, Conn., Farmington, Conn., Groton, Conn.,	Mass. State Line, New Hartford, Conn., Mass. State Line.	50.74 18.19 53.16	119.09
Total mileage operated State of Connecticut, ...				398.73

Outside Operations and other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Character of business.	Title.	State or territory.
Ferry between Fairhaven and New Bedford, Mass.	Common to a ferry.	Leased.	Massachusetts.
Sleeping Car operation, Parlor Car operation, Dining and Buffet Car operation.	Operating cars of character named in passenger trains.	Owned.*	States thro' which cars are run.
Restaurants in stations at Bridgeport, Waterbury & Hartford, Ct.	Serving meals for accommodation of passengers.	"	Connecticut.
Midway Boarding House.	To accommodate employees at this point.	"	Connecticut.
Rest Rooms in Boston Passenger Station.	To accommodate employees.	St'n owned jointly with B. & A. R. R.	Massachusetts.
Midway Icing Plant.	Icing refrigerator cars.	Owned.	Connecticut.
Lighterage in New York Harbor.	Lighterage of miscellaneous shipments.	"	New York.
Periodical Advertising.	Advertising on Magazine covers in Parlor Cars, etc.	"	States thro' which cars are run.

(b) OTHER PROPERTIES.

None.

* In addition to the equipment owned by this company, cars of the Pullman Co. are operated in certain trains, this company's proportion of the revenue being included in "Outside Operations."

Road or Tracks Acquired by Respondent Through Lease or Other Agreement.

Name of owning company.	Miles of line.	Date.	Term.	Concise summary of provisions.
Harlem River & Port Chester R. R.	11.17	Sept. 29, 1873	99 Years	Interest on bonds, principal of bonds, 7% dividend on stock (All the stock is owned by The N. Y., N. H. & H. R. R. Co.) Taxes, etc.
Berkshire R. R. Co.	46.23	Feb., 1893	99 Years	6% on Capital Stock, taxes and annual cash payment of \$250.00.
New Haven & North'pton Co.	127.00	May 14, 1867	99 Years	Bond interest, taxes, etc. 1% on capital stock for three years, 2% for the second three years, 3% for the third three years and 4% thereafter: \$15,000.00 yearly account of sinking fund.*
Holyoke & Westfield R. R., Providence & Worcester R. R.	10.59 47.90	June 1, 1907 Dec 17, 1892	Perpetual 99 Years	\$46,000.00 per annum & taxes. 10% on capital stock, bond interest, cash payment \$6,000.00 taxes, etc.
Old Colony R. R.	517.31	Feb. 15, 1893	99 Years	7% on capital stock, interest on funded debt and other legal obligations, taxes, expense of maintaining organization, etc.
Boston & Providence R. R.	68.23	April 7, 1888	99 Years	\$400,000.00 per annum, int. on indebtedness, taxes, organization expenses, etc.
Prov., Warren & Bristol R. R.	14.44	July 1, 1891	95 Years and 9 mos.	6% on common & preferred stock for 10 years and 6% thereafter, interest on indebtedness, taxes, organization expenses, etc.
Chatham R. R.	7.07	Jan. 5, 1888	Terminates on 30 days written notice	30% of gross earnings.
Plymouth & Middleboro R. R.	15.08	Nov. 30, 1892	99 Years	Interest on bonds for 25 years, then 30% of gross earnings, taxes, organization expenses.
Norwich & Worcester R. R.	70.91	Feb. 9, 1899	100 Years	8% on capital stock, interest on bonds and floating debt, organization expenses.
R. I. & Massachusetts R. R.	6.52			Operated without a lease. Stock all owned by N. Y., N. H. & H. R. R.
Milford & Woonsocket R. R.	15.13			Operated without a lease. Interest on bonds paid by the N. Y., N. H. & H. R. R. which owns all the stock.
Milford, Franklin & Prov. R. R.	4.65			Operated without a lease. Interest on bonds paid by the N. Y., N. H. & H. R. R., which owns all the stock.
†West Shore Railway.	3.66	Dec. 14, 1895	99 Years	Dividends on stock, interest on bonds, taxes.
†Conn. Ry. & Lighting Co.	162.08	Dec. 19, 1906	999 Years	1st year, . . . \$975,000.00 2d & 3d year, . . . 1,045,000.00 4th year, . . . 1,175,000.00 5th year, . . . 1,350,000.00 6th year, . . . 1,350,000.00 7th & 8th year, . . . 1,575,000.00 9th year and year ly thereafter 1,400,000.00 and taxes.

*Sinking fund requirements terminated April 1, 1909.

†Rents paid by Connecticut Co., from March 1, 1910.

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
New York and Stamford Railway Co., N. Y. State Line to Mianus River, Conn.	5.63	Dec. 16, 1906.	Jan. 1, 1907.	Jan. 1, 2006.	Leased for 99 years, lessee to maintain the property, pay taxes and a rental of \$90,000 per annum.
Central New England Railway Co., Wicopee Jct., N. Y., to Fishkill Landing, N. Y.	1.65	Sept. 15, 1906 *			Lessee to maintain the property, pay taxes and a rental of \$1,000 per annum.

*No lease, simply an agreement.

Capital Stock.

Kind.	By law not fixed. Number of shares authorized. By votes of company.	Par value of one share.	By law not fixed. Total par value authorized. By votes of company.	Total par value outstanding.	Total par value held by respondent, in sinking or other funds.	Total par value not held by respondent	DIVIDENDS DECLARED DURING YEAR.	
							Rate.	Amount.
Common	2,399,364	\$100.00	\$239,936,400	\$121,878,100	.....	\$121,878,100	8 ¢	\$9,312,666.00
Receipts outstanding for installments paid,	.....	.....	.....	22,159,835	\$123,635	22,015,700	\$1 per share.	446,395.00
Total,	2,399,364		\$239,936,400	\$144,017,435	\$123,635	\$143,898,800	.....	\$9,759,061.00

The whole capital stock results from the merger on May 31, 1907, of The New York, New Haven & Hartford Railroad Company with The Consolidated Railway Company.

a 2% on \$100,000,000 =	\$2,000,000.00
2% on 121,878,100 =	2,437,562.00
2% on 121,878,100 =	2,437,562.00
2% on 121,878,100 =	2,437,562.00
50c. per share on 446,363 shares,	223,181.50
50c. per share on 446,427 shares,	223,213.50
	<u>\$9,759,081.00</u>

Runded Debt

Class of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent corporation.	INTEREST.			
	Date of issue.	Date of maturity.			In Treasury.	In sinking or other fund.		Rate.	When payable.	Amount accrued during year.	Amount paid during year.
MORTGAGE BONDS.											
N. Y. N. H. & H. R. & P. C. 1st Mtg.	May 2, 1904	May 1, 1954	\$15,000,000	\$15,000,000			\$15,000,000	4	May & Nov.	\$600,000.00	
N. Y. P. & B. R. Co. General Mtg.	Apr. 1, 1892	Apr. 1, 1912	4,000,000	1,000,000	\$201,000		799,000	4	Apr. & Oct.	40,000.00	
Shore Line Ry. Co. 1st Mtg.	Mar. 1, 1880	Mar. 1, 1910	2,000,000	200,000	A		200,000	4 1/2	Mar. & Sept.	9,000.00	
Housatonic R. R. Co. 1st Mtg.	Apr. 1, 1888	Apr. 1, 1910	700,000	100,000			100,000	4	Apr. & Oct.	4,000.00	
Housatonic R. R. Co. Cons. Mtg.	Nov. 1, 1887	Nov. 1, 1937	3,000,000	2,839,000			2,839,000	5	May & Nov.	141,950.00	
Danbury & Norwalk R. R. Co. Cons. Mtg.	July 1, 1890	July 1, 1920	500,000	100,000			100,000	6	Jan. & July	6,000.00	
Danbury & Norwalk R. R. Co. Cons. Mtg.	July 1, 1892	July 1, 1920	300,000	300,000			400,000	5	Jan. & July	20,000.00	
Danbury & Norwalk R. R. Co. General Mtg.	Apr. 1, 1886	Apr. 1, 1926	150,000	150,000			150,000	5	Apr. & Oct.	7,500.00	
Woonsocket & Pascoag R. R. Co. 1st Mtg.	June 1, 1905	June 1, 1935	350,000	350,000			350,000	4	June & Dec.	14,000.00	
New Haven & Danbury R. R. Co. Cons. Mtg.	Oct. 1, 1890	Oct. 1, 1910	100,000	100,000		1,000	100,000	5	Apr. & Oct.	5,000.00	
Prov. & Springfield R. R. Co. 1st Mtg.	May 1, 1888	May 1, 1918	800,000	575,000			574,000	5	May & Nov.	28,750.00	
Naugatuck R. R. Co. 1st Mtg.	July 1, 1892	July 1, 1922	750,000	750,000			750,000	5	Jan. & July	37,500.00	
Naugatuck R. R. Co. Cons. Mtg.	May 2, 1904	May 1, 1954	2,500,000	2,500,000		1,000	2,499,000	4	May & Nov.	100,000.00	
Boston & N. Y. A. L. R. Co. 1st Mtg.	Aug. 1, 1905	Aug. 1, 1955	5,000,000	3,777,000			3,777,000	4	Feb. & Aug.	151,080.00	
Providence & N. Y. A. L. R. Co. 1st Mtg.	Mar. 1, 1906	Mar. 1, 1956	7,500,000	4,000,000			4,000,000	4	Mar. & Sept.	160,000.00	
Worcester & Ct. Ea. Ry. Co. 1st Mtg.	Oct. 1, 1903	Oct. 1, 1943	3,100,000	1,982,000		38,000	1,954,000	4 1/2	Jan. & July	88,785.00	
Winchester Ave. R. R. Co. 1st Mtg.	Nov. 1, 1892	Nov. 1, 1912	500,000	500,000			500,000	5	May & Nov.	25,000.00	
New Haven St. R. Ry. Co. 1st Mtg.	Sept. 1, 1893	Sept. 1, 1913	600,000	600,000			600,000	5	Mar. & Sept.	30,000.00	
New Haven St. R. Ry. Co. Cons. Mtg.	June 1, 1894	June 1, 1914	250,000	250,000			250,000	5	June & Dec.	12,500.00	
N. H. & Centerville St. Ry. Co. 1st Mtg.	Sept. 1, 1893	Sept. 1, 1913	625,000	283,000			283,000	5	Mar. & Sept.	14,150.00	
Meriden Horse R. R. Co. 1st Mtg.	Oct. 1, 1891	Oct. 1, 1911	100,000	85,000			85,000	5	Apr. & Oct.	4,250.00	
Meriden Horse R. R. Co. Cons. Mtg.	Jan. 1, 1894	Jan. 1, 1924	500,000	415,000			415,000	5	Jan. & July	20,750.00	
Norwich St. Ry. Co. 1st Mtg.	Oct. 2, 1893	Oct. 2, 1923	350,000	350,000			350,000	5	Apr. & Oct.	17,500.00	
Norwich St. Ry. Co. Cons. Mtg.	May 1, 1900	May 1, 1920	350,000	270,000			250,000	5	May & Nov.	12,500.00	
Montville St. R. Co. 1st Mtg.	Oct. 2, 1893	Oct. 2, 1923	150,000	150,000			150,000	5	Apr. & Oct.	7,500.00	
New London St. Ry. Co. 1st Mtg.	Dec. 1, 1894	Dec. 1, 1914	150,000	150,000			150,000	5	June & Dec.	7,500.00	
Middletown Horse R. R. Co. 1st Mtg.	Nov. 1, 1896	Nov. 1, 1916	75,000	300,000			300,000	5	May & Nov.	1,500.00	
Portland St. Ry. Co. 1st Mtg.	Oct. 1, 1894	Oct. 1, 1924	300,000	200,000			200,000	5	Apr. & Oct.	10,000.00	
Hartford St. Ry. Co. 1st Mtg.	Sept. 1, 1900	Sept. 1, 1930	3,000,000	2,500,000			2,500,000	4	Mar. & Sept.	100,000.00	
Greenwich Tram. Co. 1st Mtg.	July 1, 1901	July 1, 1931	400,000	330,000			330,000	5	Jan. & July	16,000.00	
Greenwich Tram. Co. 1st Mtg.	Oct. 1, 1897	Oct. 1, 1927	100,000	83,000			83,000	5	Apr. & Oct.	3,150.00	
Brantford Electric Co. 1st Mtg.	Aug. 1, 1901	Aug. 1, 1951	600,000	307,000			307,000	5	Feb. & Aug.	15,350.00	
Torrington & Winchester St. Ry. Co. 1st Mtg.	Dec. 1, 1897	Dec. 1, 1917	150,000	150,000			150,000	5	June & Dec.	7,500.00	
Meriden, So.ington & Comp. Trm. Co. 1st Mtg.	Aug. 15, 1898	Aug. 15, 1928	300,000	175,000			175,000	5	Jan. & July	8,750.00	
Pawtucket Val. R. R. Co. 1st Mtg.	Apr. 1, 1900	Apr. 1, 1925	160,000	160,000			160,000	4	Apr. & Oct.	6,400.00	
New England R. R. Co. Cons. Mtg.	Sept. 2, 1895	Sept. 2, 1945	10,000,000	10,000,000			10,000,000	4	Jan. & July	400,000.00	
New England R. R. Co. Cons. Mtg.	Sept. 2, 1895	Sept. 2, 1945	7,500,000	7,500,000			7,500,000	4	Jan. & July	375,000.00	
New England R. R. Co. Cons. Mtg.	Jan. 1, 1907	Jan. 1, 1956	500,000	400,000			400,000	5	Jan. & July	20,000.00	
Stafford Springs St. Ry. Co. 1st Mtg.	Sept. 1, 1897	Sept. 1, 1917	400,000	290,000			290,000	5	Mar. & Sept.	14,500.00	
Roxbury Cent. Wh. Ry. Co. 1st Mtg.	Sept. 1, 1897	Sept. 1, 1917	400,000	290,000			290,000	5	Mar. & Sept.	14,500.00	
A. Less paid during year.				\$88,991,000	\$301,000	\$40,000	\$88,730,000			\$2,543,365.00	
Total Mortgage Bonds.				\$88,691,000	\$201,000	\$40,000	\$88,430,000			\$2,543,365.00	

Funded Debt — Continued.

Class of bond or obligation.	TERM.		Total par value authorized.	TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent corporation	Rate %	When payable.	INTEREST.	
	Date of issue.	Date of maturity.		In Treasury.	In sinking or other funds.				Amount accrued during year.	Amount paid during year.
DEBENTURES.										
N. Y., N. H. & H. R. Co., Conv. Deb.	Jan. 15, 1908	Jan. 15, 1948	\$39,029,600		\$900,800	\$38,428,200	6	Jan. & July	\$2,236,841.07	\$2,290,793.14
" " " " " " " "	Jan. 1, 1906	Jan. 1, 1936	30,000,000		589,100	29,410,900	3½	Jan. & July	1,050,014.18	1,050,078.44
" " " " " " " " Non-Conv. Deb.	Feb. 1, 1903	Feb. 1, 1914	5,000,000		45,000	4,955,000	4	Feb. & Aug.	290,000.00	290,000.00
" " " " " " " "	Mar. 1, 1897	Mar. 1, 1947	5,000,000			5,000,000	4	Mar. & Sept.	290,000.00	290,000.00
" " " " " " " "	Mar. 1, 1901	Mar. 1, 1947	5,000,000		9,000	4,991,000	3½	Mar. & Sept.	175,000.00	175,000.00
" " " " " " " "	Apr. 1, 1904	Apr. 1, 1954	10,000,000		2,100	9,997,900	3½	Apr. & Oct.	350,000.00	350,000.00
" " " " " " " "	July 1, 1905	July 1, 1935	15,000,000			15,000,000	4	Jan. & July	600,000.00	600,000.00
" " " " " " " "	May 1, 1908	May 1, 1936	15,000,000			15,000,000	4	Jan. & July	600,000.00	600,000.00
" " " " " " " " 2 yr. Deb. Note	Jan. 9, 1907	Jan. 9, 1909	3,500,000 A			3,500,000	5	Jan. & July	91,875.00	174,875.00
" " " " " " " "	Jan. 9, 1907	Jan. 9, 1910	60,000 A			60,000	5	Jan. & July	1,319.44	2,500.00
" " " " " " " "	Jan. 10, 1907	Jan. 10, 1910	2,000,000			2,000,000	4½	May & Nov.	67,500.00	67,500.00
" " " " " " " "	May 5, 1908	May 5, 1911	1,350,000		55,000	1,295,000	5	Jan. & July	15,000.00	15,000.00
" " " " " " " "	Jan. 9, 1907	Jan. 9, 1912	300,000			300,000	5	Jan. & July	330,000.00	330,000.00
" " " " " " " "	Jan. 9, 1907	Jan. 9, 1912	6,400,000		80,000	6,320,000	5	Jan. & July	1,121,689.84	1,121,689.84
" " " " " " " " European Loan.	Apr. 1, 1907	Apr. 1, 1922	27,985,000			27,985,000	4	Apr. & Oct.	8,190.00	8,190.00
Neugatuck R. R. Non Conv. Deb.	Oct. 1, 1902	Oct. 1, 1939	2,000,000			2,000,000	3½	Apr. & Oct.	271.88	3,262.50
Harvard St. Ry. " " "	Sept. 1, 1900	Jan. 1, 1930	145,000			145,000	4½	Jan. & July	6,000.00	6,000.00
" " " " " " " "	Sept. 1, 1900	Jan. 1, 1930	165,000			165,000	4	Jan. & July	31,620.02	29,935.22
Consolidated St. Ry. Non-Conv. Deb.	Feb. 1, 1905	Feb. 1, 1930	972,000	\$700		971,300.3	3½	Feb. & Aug.	173,763.00	173,763.00
" " " " " " " "	July 1, 1904	July 1, 1934	4,253,000			4,253,000	4	Jan. & July	93,831.44	93,831.44
" " " " " " " "	Jan. 2, 1905	Jan. 1, 1935	4,000,000			4,000,000	4	Jan. & July	53,635.59	53,646.59
" " " " " " " "	Apr. 1, 1905	Apr. 1, 1935	3,500,000			3,500,000	4	Apr. & Oct.	85,921.22	85,921.22
" " " " " " " "	Jan. 1, 1906	Jan. 1, 1936	10,000,000			10,000,000	5	Jan. & July	750.00	750.00
The Farmington St. Ry. Co.,	July 1, 1904	July 1, 1924	\$177,088,000	\$700	\$1,381,000	\$175,703,300			\$7,661,812.96	\$7,711,595.69
" " " " " " " " A Lease paid during year,			3,705,000			3,705,000				
" " " " " " " " Total Debentures,			\$173,380,000	\$700	\$1,381,000	\$171,998,300			\$7,661,812.96	\$7,711,695.69
MISCELLANEOUS FUNDED OBLIGATIONS.										
Real Estate Mortgages,			\$11,500			\$11,500		June & Dec.	\$460.00	460.00
Mortgage Bonds,	Dec. 17, 1906	June 6, 1911	\$38,661,000	\$201,000	\$40,000	\$38,460,000			\$2,540,320.00	\$2,543,395.00
Debentures,			173,380,000	700	1,381,000	171,998,300			7,661,812.96	7,711,695.69
Miscellaneous			11,500			11,500			460.00	460.00
Grand Total,			\$232,032,500	\$301,700	\$1,421,000	\$230,420,800			10,902,492.96	10,955,490.00

* Called for payment January 1st, 1911.

* \$10,000.00 included in matured Funded Debt unpaid.

NOTE.—Certain property of this Company is subject to a lien under a mortgage of the New York & New England Railroad Company to secure Boston Terminal bonds of that company to the amount of \$1,500,000 due April 1, 1929, bearing interest at 4 per cent.

NOTE.—The bonds held in Treasury per value \$301,700 are shown on balance sheet, Page 291, Item B-8, at book value of \$311,715 with income of \$9,079.54.

Funded Debt—Concluded.**A. GENERAL STATEMENT.**

None.

B. STATEMENT OF AMOUNT.

None.

EXPLANATORY REMARKS.

Funded debt decreased during the year as per

page 292, paid off during year, ...	\$4,262,500.00	
Transferred to matured funded debt unpaid, ...	17,200.00	\$4,279,700.00

Less:

Issued during year (see page 292), ...	\$1,460,825.00	
Real estate mortgage, ...	11,500.00	1,472,325.00
Net decrease, ...		\$2,807,375.00

It is impossible to ascertain the purpose of the issue of a large proportion of the bonds of this company, same having been assumed by various mergers of other companies.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value held by respondent.		Total par value not held by respondent.
		In treasury.	In sinking or other funds.	
Mortgage Bonds, ...	\$58,661,000	\$201,000	\$40,000	\$58,420,000
Plain Bonds, Debentures and Notes, ...	178,880,000	700	1,881,000	171,998,800
Misc. Funded Obligations, ...	11,500	.....	.....	11,500
Total, ...	\$232,052,500	\$201,700	\$1,421,000	\$230,429,800

INTEREST.

Kind of bond or obligation.	Amount accrued during year chg. to income.	Amount paid during year.
Mortgage Bonds, ...	\$ 2,540,230.00	2,548,865.00
Plain Bonds, Debentures, and Notes, ...	7,661,812.98	7,711,595.69
Miscellaneous Funded Obligations, ...	460.00	460.00
Total, ...	\$10,202,492.98	10,255,420.69

Recapitulation of Funded Debt — *Continued.*INTEREST — *Continued.*

Purpose of the issue.	Total par value issued during the year.	Cash realized on amount issued during the year.
Issued for Cash, ...	\$1,480,825	\$1,480,825
	* 80,000	.....
Total, ...	\$1,480,825	\$1,480,825

* \$80,000 Farmington Street Ry. Co. Debentures. Liability assumed through purchase of the property.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.	
		To railways.	To other properties.
Capital Stock, ...	\$144,017,425	} Assignment cannot be made accurately.	
Funded Debt, ...	282,052,500		
Total, ...	\$376,069,925	.....	.....

Premium on Securities.

Class of stock.	Net amount of premium.
Capital Stock since July 1, 1909, ...	\$20,680,720.25
Total, ...	\$20,680,720.25

Discount on Securities.

None.

Security for Funded Debt.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage N.Y., N. H. & H. R. R. & P. C. R. R. Co.,	Harlem River, N. Y.	New Rochelle, N. Y.	11.17	\$1,842,868	Road and Equipment.
General Mortgage N.Y., Prov. & Boston R. R. Co.,	Providence, R. I.	New London, Ct.	62.23	16,069	Road, not Equipment.
Consolidated Mortgage Bonds Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	87.67	32,382	Road and Equipment.
Consol. Mortgage Bonds Gen. Mortgage Bonds First Ref. Mort. Bonds Danbury & Norwalk R. R. Co.	Danbury, Ct.	Wilson's Pt., Ct.	29.59	32,798	Road and Equipment.
First Mortgage Bonds Woonsocket & Pascoag R. R.	Woonsocket, R. I.	Harrisville, R. I.	9.45	10,582	Road, not Equipment.
Consolidated Mortgage Bonds New Haven & Derby R.R. Co.	New Haven, Ct.	Huntington, Ct.	14.55	39,519	Road, not Equipment.
First Mortgage Bonds Providence & Springfield R.R. Co.	Providence, R. I.	Douglas Jct., Mass.	27.73	27,046	Road, not Equipment.
First Mortgage Bonds Naugatuck R. R.	Naugatuck Jc., Ct.	Winsted, Ct.	60.77	41,138	Road, not Equipment.
First Mortgage Bonds B. & N. Y. Air Line R. R.	New Haven, Ct.	Willimantic, Ct.	51.27	73,668	Road, not Equipment.
First Mortgage Bonds Prov. Terminal Co.	.....	.....	.....	.....	Lands etc. at Prov., R. I., also leases, trackage and operating Agreements.
First Mort. Bonds. Worc. & Conn. Eastern Ry.	Mass. State Line	Norwich, Ct.	30.54	65,225	Road and Equipment, leases, stocks and bonds of Webster and Worcester and Webster and Dudley St. Ry. Co's and power plant.
First Mortgage Bonds Winchester Ave. R.R. Co.	Winchester ave. R.R.		12.39	38,789	Road and Equipment.
First Mortgage Bonds Con. Mortgage Bonds New Haven St. Ry. Co.	New Haven St. Ry.		21.83	38,987	Road and Equipment.
First Mortgage Bonds New Haven & Centerville St. Ry.	New Haven & Centerville St. Ry.		5.11	55,381	Road and Equipment.
First Mortgage Bonds Con. Mortgage Bonds Meriden Horse R.R. Co.	Meriden Horse R.R.		20.30	24,630	Road and Equipment.
First Mortgage Bonds Norwich St. Ry. Co.	Norwich St. Ry.		17.00	20,588	Road and Equipment.
First Mortgage Bonds Montville St. Ry. Co.	Montville St. Ry.		10.46	23,900	Road and Equipment.
First Mortgage Bonds New London St. Ry. Co.	New London St. Ry.		6.26	23,963	Road and Equipment.
First Mortgage Bonds Middletown Horse Ry. Co.	Middletown Horse Ry.		7.01	21,868	Road and Equipment.
First Mortgage Bonds Portland St. Ry. Co.	Portland St. Ry.		2.80	10,714	Road and Equipment.
First Mortgage Bonds Hartford, Man. & Rockville Tram. Co.	Hartford, Man. & Rockville Tram.		16.89	11,841	Road and Equipment.
First Mortgage Bonds Hartford St. Ry. Co.	Hartford St. Ry.		59.44	42,069	Road and Equipment.

Security for Funded Debt.—Continued.

Class of bond or obligation.	ROAD MORTGAGED.			Amount of mortgage per mile of line.	Equipment, income, securities and other property mortgaged.
	From—	To—	Miles.		
First Mortgage Bonds Greenwich Tramway Co.	Greenwich Tramway Co.		9 10	35,164	Road and Equipment.
First Mortgage Bonds Branford Electric Co.	Branford Electric Co.				
First Con. Mortgage Bonds Branford Light and Water Co.	Branford Light & Water Co.		5.15	71,844	Road and Equipment.
First Mortgage Bonds Torrington & Winchester St. Ry.	Torrington & Winchester St. Ry.		12.41	12,067	Road and Equipment.
First Mortgage Bonds Meriden, South. & Com-pounce Tram. Co.	Meriden, South-ton & Com-pounce Tram. Co.		11 64	15,084	Road and Equipment.
First Mortgage Bonds Pawtuxet Valley R. R.	Pontiac, R. I.	Hope, R. I.	5.67	28,219	Road and Equipment.
Con. Mortgage Bonds New England R. R.	All property of the former N. E. R. R.		364.25	48,043	Road and Equipment.
First Mortgage Bonds Stafford Springs St. Ry.	Rockville, Ct.	Stafford Spr'gs, Ct.	12.90	31,007	Road and Equipment.
First Mortgage Notes Roxbury Central Wharf Co.	Real Estate, Boston Mass.		.....	.....	Real Estate owned.

Expenditures for Additions and Betterments During the Year.

Account.	Total.
Right of way and station grounds, ...	\$291,131.00
Real estate, ...	Cr. 28,626.83
Widening cuts and fills, ...	5,590.79
Protection of banks, ...	9,711.54
Grade revisions and changes of line, ...	344,210.74
Bridges, trestles, and culverts, ...	83,662.19
Increased weight of rail, ...	12,833.90
Improved frogs and switches, ...	1,360.24
Track fastenings and other material, ...	107.67
Ballast, ...	153,808.79
Additional main tracks, ...	247,748.97
Sidings and spur tracks, ...	43,490.77
Terminal yards, ...	15,421.09
Fencing right of way, ...	1,834.06
Improvement of over and under grade crossings, ...	Cr. 13,519.81
Track elevation, elimination of grade crossings, etc., ...	260,516.69
Interlocking apparatus, ...	10,734.06
Block and other signal apparatus, ...	42,012.13
Telegraph and telephone lines, ...	Cannot be separated,
Station buildings and fixtures, ...	3,979.01
Shops, enginehouses, and turntables, ...	206,602.96
Shop machinery and tools, ...	34,449.15
Water and fuel stations, ...	3,391.38
Grain elevators and storage warehouses, ...	27,240.08
Dock and wharf property, ...	81.01
Electric light and power plants, ...	61,117.94
Electric-power transmission, ...	Cr. 626,639.72
Miscellaneous structures, ...	Cr. 29,994.21
Equipment, ...	Cr. 32,752.69
Cost of road purchased, ...	1,953,476.20
	47,761.44

Total—entire line, ... \$3,130,740.54

Road and Equipment—Investment Since June 30, 1907.

Account.	Expenditures for additions and betterments during the year.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
I. Road :			
Engineering, ...	\$54,921.41	\$180,939.25	\$185,860.66
Right of way and station grounds, .	288,104.95	599,189.87	887,244.82
Real estate, ...	Cr. 28,626.83	2,204,329.57	2,175,702.74
Grading, ...	205,331.28	1,015,364.45	1,220,695.78
Tunnels, ...	404,753.99	940,689.55	1,345,393.54
Bridges, trestles and culverts, .	143,211.07	1,214,956.85	1,358,167.92
Ties, ...	87,424.68	105,786.80	143,210.98
Rails, ...	26,882.87	308,813.87	335,696.24
Frogs and Switches, ...	Cr. 3,880.51	45,176.20	41,795.69
Track fastenings and other material,	11,885.28	86,749.55	98,134.78
Ballast, ...	63,281.59	90,637.69	153,919.28
Track laying and surfacing, . . .	62,246.04	184,752.35	246,998.39
Roadway tools, ...	510.52	885.96	896.48
Fencing right of way, ...	4,963.92	15,354.33	20,318.25
Crossings and signs, ...	169,941.57	330,940.72	500,882.29
Interlocking and other signal apparatus, ...	63,881.05	459,510.58	523,391.68
Telegraph and telephone lines, .	4,351.66	9,871.95	14,223.61
Station buildings and fixtures, .	214,182.06	769,836.50	984,018.56
General office buildings and fixtures, . . . . .	.....	7,661.55	7,661.55
Shops, enginehouses, and turntables, .	11,655.63	74,985.87	86,591.50
Shop machinery and tools, ...	15,655.28	163,781.69	179,436.97
Water stations, ...	8,313.25	39,313.07	47,626.32
Fuel stations, ...	12,772.90	12,959.25	25,732.15
Grain elevators, ...	81.01	428.64	509.65
Storage warehouses, . . . . .	.....	26.67	26.67
Dock and wharf property, ...	54,502.20	12,346.72	66,848.92
Electric-light plants, . . . . .	.....	2,094.97	2,094.97
Electric-power plants, ...	Cr. 628,139.40	496,187.27	Cr. 131,952.18
Electric power transmission, . . .	Cr. 41,971.22	255,854.66	213,888.44
Miscellaneous structures, ...	Cr. 30,414.81	12,866.94	Cr. 17,547.87
Cost of road purchased, ...	47,761.44	24,758,040.59	24,805,802.08
Total, ...	\$1,173,582.28	\$34,349,683.43	\$35,523,265.71
II. Equipment :			
Steam locomotives, ...	\$3,340.48		\$3,340.48
Electric locomotives, ...	53,021.55	\$435,320.85	488,342.40
Passenger-train cars, ...	293,102.13	2,666,373.09	*2,959,475.22
Freight-train cars, ...	1,576,993.59	18,108,994.22	19,680,987.81
Work equipment, ...	27,018.45	9,975.28	36,993.73
Total, ...	\$1,953,476.20	\$21,215,663.44	\$23,169,189.64
III. General Expenditures :			
Law expenses, ...	\$43.08	\$1,976.65	\$2,019.73
Interest and commissions, . . . .	.....	77,883.48	77,883.48
Other expenditures, ...	3,688.98	275,451.38	279,090.36
Total, ...	\$3,682.06	\$354,811.51	\$38,493.57
Recapitulation, ...			
I. Road, ...	\$1,173,582.28	\$34,349,683.43	\$35,523,265.71
II. Equipment, ...	1,953,476.20	21,215,663.44	23,169,189.64
III. General expenditures, ...	3,682.06	354,811.51	38,493.57
Total—entire line, ...	\$3,130,740.54	\$55,920,158.38	\$59,050,898.92

* Includes expenditures of \$144,121.21 this year for "Motor Cars," also \$2,329.12 shown originally in last year's report as "Motor Cars," but afterwards transferred to "passenger Train Cars," in accordance with Mr. Burleigh's letter of May 16, 1910—M 52396.

Summary of Road and Equipment.

Account.	Amount—Entire line.
INVESTMENT TO JUNE 30, 1907:	
Road, ...	\$78,378,611.83
Equipment, ...	32,792,939.81
Investment since June 30, 1907, ...	59,050,898.92
Total, ...	\$170,222,450.56
Reserve for accrued depreciation — Cr., ...	1,872,720.54
Net total, ...	\$168,349,730.02
Cost per mile of line, ...	161,734.78

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues, ...	\$60,693,667.55
Operating expenses, ...	38,689,215.76
Net operating revenue, ...	\$22,004,451.79

Outside Operations:

Revenues, ...	\$2,223,306.62
Expenses, ...	914,836.61

Net revenue from outside operations, ...	1,308,470.01
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Total net revenue, ...	\$23,312,921.80
Taxes accrued, ...	3,983,377.01
Operating income, ...	\$19,329,544.79

OTHER INCOME:

Rents accrued from lease of road, ...	\$21,000.00
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Other Rents — Credits:

Hire of equipment — balance, ...	\$1,055.42
Joint facilities, ...	3,082.20
Miscellaneous rents, ...	308,043.03

Separately operated properties — profit, ...	312,180.65
Dividends on stocks owned or controlled, ...	2,254,278.53
Interest accrued on funded debt owned or controlled, ...	3,504,563.52
Interest on other securities, loans, and accounts, ...	887,103.94
	2,012,293.50

Total other income, ...	8,901,425.19
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Gross corporate income, ...	\$28,320,969.98
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Income Account — Continued.**DEDUCTIONS FROM GROSS CORPORATE INCOME:**

Rents accrued for lease of other roads, ...	\$5,133,717.31		
Other Rents — Debits:			
Joint facilities, ...	\$1,474,395.00		
Miscellaneous rents, ...	228,034.76		
		1,702,429.76	
Interest accrued on funded debt,		10,202,492.98	
Other interest, ...		474,965.77	
Other deductions, ...		10,489.81	
Total deductions from gross corporate income,			17,524,095.63
Net corporate income, ...			\$10,796,874.35

DISPOSITION OF NET CORPORATE INCOME:**Dividends Declared:****On common stock:**

2% payable Sept. 30, 1909,	\$2,000,000.00		
2% payable Dec. 31, 1909,	2,437,562.00		
2% payable Mar. 31, 1910,	2,437,562.00		
2% payable June 30, 1910,	2,437,562.00	\$9,312,686.00	

On receipts outstanding for installments paid:

50 cents per share payable Mar. 31, 1910, ...	\$223,181.50		
50 cents per share payable June 30, 1910, ...	223,213.50	446,395.00	9,759,081.00

Balance for year carried forward to credit of profit and loss, ...			\$1,037,793.35
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Profit and Loss Account.

Debit.	Credit.
Deductions for Year :	Balance June 30, 1909, \$12,999,443.02
Investment in Ridgefield & New York R. R. Co. written off, ... \$41,954.98	Balance for year brought forward from income account, ... 1,087,793.85
Premium on Worcester & Connecticut Eastern Railway Co. Bonds, purchased for Sinking Fund, ... 1,755.00	Additions for Year :
Extraordinary renewals in prior years on Street Ry. properties in Connecticut, ... 299,281.92	Premium on The Consolidated Railway Co. debentures purchased and retired, ... 12,050.00
Balance Credit, June 30, 1910, carried to Balance Sheet (p 297), . . . 14,196,253.47	Interest on bonds of the Poughkeepsie and Eastern Railway Co., prior to July 1, 1909, but received during present fiscal year, . . 810,416.67
	Premium on 6% convertible debenture certificates acquired and sold. \$159,932.33
	Payment to Trustees Sinking Fund, Worcester & Conn. Eastern Railway Co. Bonds, charged against income in prior year, . . . 19,560.00
\$14,539,195.87	\$14,539,195.87

Operating Revenues.

Account.	Total Revenues.
I. REVENUE FROM TRANSPORTATION :	
1. Freight revenue, ...	\$30,110,588.30
2. Passenger revenue, ...	24,885,864.74
3. Excess baggage revenue, ...	190,882.01
5. Mail revenue, ...	645,571.89
6. Express revenue, ...	3,029,967.47
7. Milk revenue (on passenger trains), ...	131,748.96
8. Other passenger-train revenue, ...	121,854.99
Total passenger service train revenue (accounts Nos. 2 to 8), ...	\$29,005,890.06
9. Switching revenue, ...	257,389.66
10. Special service train revenue, ...	13,877.03
11. Miscellaneous transportation revenue, ...	1,350.93
Total revenue from transportation (accounts Nos. 1 to 11), ...	\$59,399,096.03

Operating Revenues—Continued.**II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:**

12. Station and train privileges, ...	\$123,998.37
13. Parcel-room receipts, ...	12,855.25
14. Storage—freight, ...	37,342.11
15. Storage—baggage, ...	11,401.91
16. Car service, ...	269,715.30
17. Telegraph and telephone service, ...	52,051.42
18. Rents of buildings and other property, ...	86,346.26
19. Miscellaneous, ...	438,651.86

Total revenue from operations other than transportation, ... \$1,032,362.48

21. Joint facilities revenue—credit, ... 272,208.99

Total operating revenues—entire line, ... \$80,693,667.55

Securities Owned — Stocks.

NOT HELD IN SINKING OR OTHER FUNDS.

Name of corporation and security.	UNPLEDGED.		DIVIDENDS.	
	Total par value.	Cost or book value.	Rate.	Amount.
Stock of Proprietary, Affiliated and Controlled Companies held for Investment:				
Railway Companies, Active:				
Berkshire R. R. Co.,	\$856,100.00	\$1,526,094.65	6%	\$49,648.60
Boston & Prov. R. R. Corp'n.,	217,800.00	665,970.85	10%	20,412.50
Boston Terminal Co.,	200,000.00	200,000.00	.....	.....
C. N. E. Ry. Co. { Com.,	4,488,675.98	702,297.64	.....	.....
{ Pref.,	8,471,184.57	879,769.25	.....	.....
Harlem River & P. C. R. R. Co.,	1,000,000.00	1,000,000.00	7%	70,000.00
Hartf'd & Conn. West. R. R. Co.,	70,500.00	34,708.01	2%	1,410.00
Holyoke & Westfield R. R. Co.,	30,000.00	20,000.00	14%	2,800.00
Milford, Frank. & Prov. R. R. Co.,	100,000.00	49,716.47	.....	.....
Milford & Woon. R. R. Co.,	148,600.00	73,253.07	.....	.....
New Haven & Northampton Co.,	2,460,000.00	984,000.00	4%	98,400.00
New York Connecting R. R. Co.,	1,500,000.00	1,527,204.33	.....	.....
N. Y., O. & W. R. R. { Com.,	29,160,000.00	18,105,185.62	.....	.....
{ Pref.,	2,200.00	3,212.00	6%	132.00
Norwich & Worcester R. R. Co.,	69,200.00	158,229.92	8%	4,842.00
Old Colony R. R. Co.,	7,749,400.00	9,299,983.53	7%	512,879.50
Prov., Warren & Bristol R. R. Co.,	500.00	912.67	6%	80.00
Prov. & Worcester R. R. Co.,	811,800.00	912,426.43	10%	28,827.50
R. I. & Mass. R. R. Co. (Mass. Div.),	100,000.00	191,700.00	.....	.....
Total,	\$51,925,960.50	\$31,834,659.44	....	\$789,882.10
Other than Railway Companies, Active:				
Bengt'n & No. Adams St. Ry. Co.,	\$650,000.00	\$564,505.54	.....	.....
Berkshire Street R. R. Co.,	1,928,800.00	2,891,226.88	.....	.....
Connecticut Company,	40,000,000.00	40,000,000.00	1½%	\$600,000.00
Millbrook Company,	100,000.00	109,500.00	.....	.....
N. Y. & Stamford Ry. Co.,	500,000.00	610,643.40	.....	.....
N. Y., Westch'r & Boston Ry. Co.	4,924,937.50	5,920,094.62	.....	.....
The Rhode Island Co.,	9,685,500.00	24,220,978.90	6%	510,624.00
Total,	\$57,789,237.50	\$74,816,949.34	....	\$1,110,624.00
Other than Railway Companies, Inactive:				
Roxbury Central Wharf Co.,	\$700.00	\$7.00 A	.....	.....
South Bay Wharf & Term. Co.,	900.00	9.00 A	.....	.....
Total,	\$1,600.00	\$16.00	....	.....
Grand Total,	\$109,716,798.00	105,651,624.78	....	\$1,900,006.10

Note A — Nominal value. The N. Y., N. H. & H. R. R. owns entire property.

Securities Owned—Stocks—Continued.

Name of corporation and security.	UNPLEGGED.		DIVIDENDS DECLARED.	
	Total par value.	Cost or book value.	Rate.	Amount.
Miscellaneous Investments.				
Stocks of Companies not Proprietary, Affiliated or Controlled, held for investment:				
Railway Companies, Active:				
Narragansett Railroad Co.,	\$18,700.00	\$18,700.00	4%	\$748.00
Wood River Branch R. R. Co.,	83,600.00	21,477.50	.....	.....
Total,	\$52,300.00	\$40,177.50	....	\$748.00
Other than Ry. Cos., Active:				
Boston Railroad Holding Co.,	\$3,106,500.00	\$3,106,500.00	4%	\$124,260.00
Bristol & Plainville Tram. Co.,	81,900.00	127,428.26	7%	5,733.00
Birmingham Water Power Co.,	54,000.00	54,000.00	.....	.....
New England Navigation Co.,	58,000,000.00	54,510,969.39	8½%	1,865,000.00
Trustees of the Park Square Real Estate Trust,	5,200,000.00	5,071,331.87	.....	.....
United States Transportat'n Co.,	.....	89,949.81	.....	.....
Total,	\$61,442,400.00	\$62,960,179.33	....	\$1,494,993.00
Grand Total,	\$61,494,700.00	\$63,000,358.83	....	\$1,495,741.00

Securities Owned—Funded Debt.

Name of corporation or security.	UNPLEGGED.	
	Total par value.	Cost or book value.
Funded Debt of Proprietary, Affiliated or Controlled Companies held for Investment:		
Other than Railway Companies, Active:		
New York, Westchester & Boston Ry. Co.:		
First mortgage bonds,	\$15,000,000.00	\$15,000,000.00
First mortgage gold bonds,	100,000.00	100,000.00
	\$15,100,000.00	\$15,100,000.00

Dividends Declared on Stocks Owned or Controlled.

Name of stock owned or controlled and of corporations responsible therefor.	Par value of amount held.	Rate of dividend.	Income for respondent.	
West Shore Railway Co.,.....	\$37,075.00	.....	\$380.42	Sold during year.
New Bedford, Martha's Vineyard and Nantucket Steamboat Co.,....	40,000.00	6 %	2,400.00	Held by Old Colony R. R.*
Union Freight Railroad Co.,.....	287,000.00	7 %	20,090.00	Held by Old Colony R. R.*
Merchants & Miners Trans. Co.,....	2,500,000.00	2½%	62,500.00	Sold during year.
Providence, Warren & Bristol Railroad Co.,.....	337,100.00	6 %	20,226.00	Held by Old Colony R. R.*
			\$106,096.42	

Interest Accrued on Bonds Owned or Controlled.

Name of bonds owned or controlled and of corporation responsible therefor.	Date of maturity of bond.	INTEREST.		Amount held at par.	Income for respondent.	
		Rate % per annum.	Date.			
Merchants & Miners Transportation Co. debentures,.....	May 1, 1933	4	May & Nov.	\$2,350,000.00	\$115,194.45	Sold during year.
New England Navigation Co. debentures,.....	Nov. 13, 1935	4	May & Nov.	2,600,000.00	144,000.00	Held by Old Colony R. R.*
New England Navigation Co. debentures,.....	Jan. 1, 1935	4	Jan. & July	675,000.00	27,000.00	Held by Nor'ich & Worcester R. R.*
Harlem River & Port Chester R. R. Co.,...	June 1, 1911	4	June & Dec.	779,000.00	31,160.00	Held by trustees.
.....					\$317,354.45	.....

* The income from these securities accrues to The New York, New Haven & Hartford Railroad Company through the terms of the lease.

Name of Corporation and security.	Unpledged book value.	Unpledged income.
Miscellaneous Securities of Proprietary, Affiliated, and Controlled Companies:		
Railway Companies, Active:		
Harlem River and Port Chester R. R. Co., notes,	\$23,555,833.38	\$648,939.45
New York Connecting R. R. Co., notes, . . .	491,292.07	15,874.20
Total, ...	\$24,047,125.45	\$664,813.65
Other than Railway Companies, Active:		
City and County Contract Co., notes, . . .	\$150,000.00	\$250.00
New York and Stamford Ry. Co., notes, . . .	290,030.47	13,447.45
Westchester Street R. R. Co., advances, . . .	907,840.43	.....
*Millbrook Co., notes, . . . . .	.....	327,391.24
*The Rhode Island Co., notes, . . . . .	.....	2,464.99
Total, ...	\$1,347,870.90	\$343,553.68
Grand Total, ...	\$25,394,996.35	\$1,008,367.33

Interest Accrued on Bonds Owned or Controlled — Continued

Name of Corporation and security.	Unpledged book value.	Unpledged income.
Miscellaneous Investments:		
Railway Companies, Active:		
Wood River Branch R. R. Co., notes, ...	\$4,500.00	\$240.00
Other than Railway Companies, Active:		
*Boston R. R. Holding Co., notes, . . . . .	.....	\$98,407.45
*New England Navigation Co., notes, . . . . .	.....	521,936.24
Trustees of the Park Square Real Estate, trust notes, ...	\$500,000.00	16,583.34
Total, ...	\$500,000.00	\$636,927.03
Grand total, ...	\$504,500.00	\$637,167.03
Marketable Securities:		
Railway Companies, Active:		
Central New England Ry. Co., notes, ...	\$2,592,388.96	\$101,870.87
Providence, Warren, and Bristol R. R. Co., notes, ...	38,617.77	1,544.70
Total, ...	\$2,631,006.73	\$103,415.57
Other than Railway Companies, Active:		
Bennington & North Adams St. Ry. Co., notes, ...	\$351,498.18	.....
New York Lock Co., bond, ...	1.00	.....
United Button Co., bond, ...	540.03	.....
Village Water Co., assessment, ...	4.00	.....
Vanity Fair Amusement Co., bond, ...	1.00	.....
Total, ...	\$352,044.21	.....
Grand total, ...	\$2,983,050.94	\$103,415.57

* Paid off during year.

NOTE — The par value of the above is same as the book value with exception of New York Lock Co.'s bond, par value \$100.00, and Vanity Fair Amusement Co.'s bond, par value \$486.50.

Securities Owned.

MARKETABLE SECURITIES — STOCKS.

Name of corporation and security.	Par value of securities owned.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate.	Amount.
Railway Companies — Active:				
Pennsylvania Railroad Co., ...	\$48,203.87	\$48,203.87	6 %	\$2,602.50
Other than Railway Companies— Active:				
Albany & Hudson R. R. Co., ...	\$2,785.92	\$2,785.92 A	.....	.....
Iron Works Aqueduct and Water Co., ...	100.00	100.00	5½%	\$5.50
Post Publishing Co., ...	1,000.00	1,000.00 A	6 %	60.00
Quincy Quarries Co., ...	1,900.00	2,110.00	3 %	57.00
Waterbury Hotel Corporation, ...	1,500.00	1,500.00 A	.....	.....
Waterbury Publishing Co., ...	1,000.00	1,000.00 A	.....	.....
Wirt Manufacturing Co., ...	970.00	966.13	.....	.....
Total, ...	\$9,255.92	\$9,462.05	....	\$122.50
Grand Total, ...	\$57,459.79	\$57,665.92	....	\$2,725.00

NOTE A.— Held as lessee, Conn. Ry. and Lighting Co.

Securities Owned — *Continued.*

MARKETABLE SECURITIES — BONDS.

Name of corporation and security.	Par value of securities owned.	Cost or book value.	INTEREST ACCUMD.	
			Rate.	Amount.
Railway Companies — Active :				
Central New England Ry. Co., income bonds,.....	\$7,087,442.89	\$5,808,945.87	5%	\$352,747.19
Central New England Ry. Co., first mortgage bonds,.....	192,000.00	201,592.50	5%	9,525.41
Central New England Ry. Co. (P. & E. Ry.), first mort. bonds,	500,000.00	500,000.00	5%	25,000.00
Central New England Ry. Co. (N. D. & C.), income bonds, ..	1,164,500.00	405,992.50	6%	69,870.00
Milford, Franklin & Providence R.R. Co., first mtg. gold bonds,	10,000.00	10,000.00	4%	400.00
Milford & Woonsocket R. R. Co., first mtg. gold bonds,...	60,000.00	60,000.00	4%	2,400.00
Total, ...	\$8,968,942.89	\$6,481,580.87	....	\$459,942.60
Other than Railroad Companies — Active :				
Boston R. R. Holding Co., de- bentures,.....	\$20,012,000.00	\$20,012,000.00	4%	\$105,927.38
New York & Stamford Ry. Co., first and refunding mtg. gold bonds,.....	27,000.00	30,957.77	4%	1,300.00
Total, ...	\$20,039,000.00	\$20,042,957.77	....	\$107,727.38
Grand Total, ...	\$29,002,942.89	\$26,524,488.64	....	\$567,669.98

Summary of Securities Owned.

NOT HELD IN SINKING OR OTHER FUNDS.

Kind of Security.	Par value.	Dividends or Interest.
STOCKS:		
Stocks of railway companies — active, ...	\$52,026,464.37	\$792,732.60
Stocks of other than railway companies — active, ...	119,240,893.42	2,605,739.50
Stocks of other than railway companies — inactive, ...	1,600.00	.....
Dividends on stocks owned or controlled, . . . . .	.....	106,096.42
Total, ...	\$171,268,957.79	\$3,504,568.52

Summary of Securities Owned — Continued.

Kind of security.	Par value.	Dividends or interest.
FUNDED DEBT:		
Funded debt of respondent "in treasury,"	\$201,700.00	\$2,079.56
Funded debt of railway companies — active, ...	8,963,942.39	459,942.60
Funded debt of other than railway companies		
— active, ...	35,139,000.00	107,727.33
Interest on bonds owned or controlled, . . . . .	.....	317,354.45
Total, ...	\$44,304,642.39	\$887,103.94
MISCELLANEOUS SECURITIES:		
Miscellaneous securities of railway companies		
— active, ...	\$26,682,632.18	\$768,469.22
Miscellaneous securities of other than railway companies — active, ...	2,200,499.61	980,480.71
Total, ...	\$28,883,131.79	\$1,748,949.93

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? Yes.

Insert below a list of such holdings, if any, giving name of corporation and of security held, par value of holdings, and name of intermediary through which control of such securities is established: ●

Name of Corporation.	Name of security.	Par value of securities held.	Name of Intermediary.
Mt. Vernon & Eastern R. R. Co.....	Capital Stock.	\$50,000.00	Millbrook Co.
New York & Westchester Town Site Co.	Bonds.	12,500.00	Millbrook Co.
Subway & Westchester Construction Co.	Capital Stock.	400,000.00	City & County Contract Co.
City & County Contract Co.....	Capital Stock.	600,000.00	New York, Westchester & Boston Railway Co.
Westchester Northern R. R. Co.....	Capital Stock.	60,000.00	City & County Contract Co.

ACCIDENT AND CASUALTY FUND:**Liabilities:**

Reserve for outstanding claims, ... \$770,363.21

Assets (excluding securities):

Cash on hand, ... \$43,023.98

Accrued interest, ... 12,322.64 55,346.62

\$715,016.59

Summary of Securities Owned — *Continued.*

Kind of security.	Par value.	Dividends or interest.
INSURANCE FUND:		
Liabilities:		
Reserve for unsettled losses, ...	\$160,416.34	
Unearned premiums received from companies, ...	25,732.41	\$186,148.75
Assets (excluding securities):		
Cash on hand, ...	\$82,345.69	
Accrued interest and dividends, ...	15,489.27	
Prepaid insurance, ...	4,509.05	102,344.01
		<u>\$83,804.74</u>

Sinking and Other Funds.

Name of Fund.	Securities in fund.	Par value.	Cost.	Cash in fund.	Amount of fund June 30, 1910.
Worcester & Conn. Eastern Ry. Sinking Fund.	First mortgage bonds Worc. & Conn. Eastern Ry.,.....	\$38,000	\$38,000		\$38,000.00
Trustees sinking fund account Harlem River & Port Chester R. R. Bonds.....				\$229,840.00	229,840.00
Conn. Railway & Lighting Co. sinking fund....	First and refunding mortgage bonds of the Conn. Ry. & Lighting Co.,.....	341,000	341,000	62,509.48	408,509.48
					<u>\$671,349.48</u>

Sinking and Other Funds—Continued.

Name of Fund.	SECURITIES IN FUND.			Liabilities in excess of cash and assets excluding securities.	Amount of fund June 30, 1910.
	Name.	Par value.	Cost.		
Accident and Casualty fund.	First and refunding mort. bonds C. R. & L. Co.,	\$50,000.00	\$50,687.50		
	First mortgage bond, Naugatuck R. R.,	1,000.00	1,000.00		
	N. Y., N. H. & H. R. R. debentures, 1956,	25,000.00	236,369.93		
	N. Y., N. H. & H. R. R. debentures, 1948,	213,200.00	264,475.00		
	N. Y., N. H. & H. R. R. debentures, 1911,	55,000.00	54,613.75		
	N. Y., N. H. & H. R. R. debentures, 1912,	30,000.00	29,803.75		
	N. Y., N. H. & H. R. R. debentures, 1914,	45,000.00	43,750.00		
	N. Y., N. H. & H. R. R. debentures, 1947,	9,000.00	7,740.00		
	Providence Securities Co. debentures, 1957,	200,000.00	157,817.49		
	American Tel. & Tel. Co. bonds, 1936,	35,000.00	32,550.00		
	Chicago & Ea. Illinois R. R. bonds, 1937,	23,000.00	25,300.00		
	Chicago, Burr. & Quincy R. R. (Illinois Division) mortgage bonds, 1949,	14,000.00	12,810.00		
	Chicago, Rock Island & Pacific Ry, gen. mort. bonds, 1938,	38,000.00	38,000.00		
	New Haven & Derby R. R. consol. mort. bonds, 1918,	1,000.00	1,050.00		
	New Haven & Northampton Co. Northern Extension bonds, 1911,	54,000.00	54,540.00		
	City National Bank, Holyoke, Mass., 100 shares,	10,000.00	11,500.00		
	New Haven Water Co., 341 shares,	17,050.00	31,798.25		
	New Haven Water Co., 69 shares, 68% paid,	3,450.00	3,463.20		
	New Haven Gas Light Co., 846 shares,	21,150.00	25,750.40		
	Westinghouse Air Brake Co., 6 shares,	600.00	882.00		
	Subscription to convertible debentures (Series D) New Haven Gas Light Co.,	7,100.00	* 5,325.00		
	Subscription to 958 shares stock N. Y., N. H. & H. R. R. Co., with rights and interest,	95,800.00	119,909.08		
		\$1,177,150.00	\$1,228,135.34	\$715,016.59	\$523,118.75

* Three instalments paid.

Sinking and Other Funds—Continued.

Name of Fund.	SECURITIES IN FUND.			Liabilities in excess of cash and assets ex- cluding securities.	Amount of fund June 30, 1910.
	Name.	Par value.	Cost.		
Insurance fund.	Prov. Securities Co. debentures, 1907.	\$519,000.00	\$449,624.88		
	N. Y., N. H. & H. R. R. debentures, 1912.	50,000.00	50,000.00		
	N. Y., N. H. & H. R. R. debentures, 1954.	2,000.00	1,823.32		
	N. Y., N. H. & H. R. R. debentures, 1954, (scrip)	100.00	93.00		
	N. Y., N. H. & H. R. R. con. debentures, 1956.	334,300.00	346,366.85		
	N. Y., N. H. & H. R. R. con. debentures, 1949.	377,600.00	488,980.67		
	Subscription to 1502 shares N. Y., N. H. & H. R. R. Co. stock, including rights and interest, ...	150,300.00	187,880.82		
		\$1,432,200.00	\$1,519,558.04	\$68,804.74	\$1,435,753.30
Coal Insurance fund.	N. Y., N. H. & H. R. R. debentures, 1948.	\$10,000.00	\$13,400.00		
	Subscriptions to 25 shares N. Y., N. H. & H. R. R. Co. stock, including interest, ...	2,500.00	789.16		
	Total securities, ...	\$12,500.00	\$14,189.16		
	Cash on hand, ...		\$4,381.55		
	Accrued interest, ...		225.00		
	Due from N. Y., N. H. & H. R. R. Co., ...		909.21		
			\$19,654.92	None.	\$19,654.92
	Total, ...				\$1,978,526.97

Reserves.**OPERATING RESERVES:**

None.

RESERVES FROM INCOME OR SURPLUS:**Invested in sinking and redemption funds:**

Sinking fund for C. R. & L. Co. bonds, ... \$284,545.91

Total, ... \$284,545.91

Invested in other reserve funds:

Insurance fund, ... \$1,435,753.30

Accident and casualty fund, ... 523,118.75

Coal insurance fund, ... 19,854.92

Total, ... \$1,978,526.97

Not specifically invested:

None.

Property Abandoned, Chargeable to Operating Expenses.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

ADVANCES FOR CONSTRUCTION, EQUIPMENT, AND BETTERMENTS.		TEMPORARY ADVANCES FOR VARIOUS PURPOSES.	
Name of Company.	Amount.	Name of Company.	Amount.
New Haven & North- ampton, ...	\$64,045.91	Harlem River & Port Chester on account Sec- ond Mortgage Bonds, .	\$779,000.00
Norwich & Worcester, Providence, Warren & Bristol, ...	495,937.74 601,688.17	New Haven & North- ampton, ...	876.42
		New York Connecting Co., Old Colony R. R. Co., .	118,480.84 324,958.85
Total, ...	\$1,161,671.82	Total, ...	\$1,218,815.61

Obligations for Advances From Other Companies.

Advances for construction, equipment, and betterments, The Connecticut Co., \$474,803.98.

Temporary advances for various purposes, none.

Operating Expenses—Entire Line.

Account.	Amount.	Ratio to total general account.	Ratio to total operating expenses.
I. Maintenance of Way and Structures:		Per cent.	Per cent.
Superintendence, ...	\$311,929.64	.0297	.0055
Ballast, ...	49,087.14	.0069	.0018
Ties, ...	1,004,444.71	.1408	.0280
Rails, ...	315,278.88	.0442	.0081
Other Track Material, ...	304,196.24	.0426	.0079
Roadway and Track, ...	2,151,408.85	.3016	.0556
Removal of Snow, Sand, and Ice, ...	175,177.04	.0246	.0045
Tunnels, ...	11,943.07	.0017	.0008
Bridges, Trestles, and Culverts, ...	322,084.88	.0452	.0088
Over and Undergrade Crossings, ...	91,229.09	.0128	.0024
Grade Crossings, Fences, Cattle Guards, and Signs, ...	132,757.67	.0186	.0034
Snow and Sand Fences and Snow Sheds, ...	94.10	.0000	.0000
Signals and Interlocking Plants, ...	352,793.29	.0495	.0091
Telegraph and Telephone Lines, ...	62,176.74	.0087	.0016
Electric Power Transmission, ...	182,297.71	.0186	.0034
Buildings, Fixtures and Grounds, ...	384,361.66	.1170	.0216
Docks and Wharves, ...	184,395.07	.0258	.0048
Roadway Tools and Supplies, ...	62,658.42	.0088	.0016
Injuries to Persons, ...	42,633.86	.0059	.0011
Stationery and Printing, ...	4,114.74	.0006	.0001
Other Expenses, ...	95,988.82	.0135	.0025
Maintaining Joint Tracks, Yards, and Other Facilities—Dr., ...	593,606.01	.0832	.0153
Maintaining Joint Tracks, Yards, and Other Facilities—Cr., ...	2,280.49	.0003	.0001
Total—Maintenance of Way and Structures,	\$7,132,375.64	100.00	18.48
II. Maintenance of Equipment:			
Superintendence, ...	\$180,758.18	.0280	.0047
Steam Locomotives—Repairs, ...	2,209,833.14	.3420	.0571
Steam Locomotives—Renewals, ...	836.83	.0001	.0000
Steam Locomotives—Depreciation, ...	59,956.58	.0093	.0016
Electric Locomotives—Repairs, ...	140,933.20	.0218	.0037
Passenger Train Cars—Repairs, ...	398,110.70	.1882	.0281
Passenger-Train Cars—Renewals, ...	48,327.65	.0074	.0012
Passenger-Train Cars—Depreciation, ...	189,568.70	.0218	.0036
Freight-Train Cars—Repairs, ...	1,315,842.99	.2036	.0340
Freight-Train Cars—Renewals, ...	66,733.88	.0103	.0017
Freight-Train Cars—Depreciation, ...	400,937.08	.0620	.0108
Electric Equipment of Cars—Repairs, ...	41,635.24	.0064	.0011
Floating Equipment—Repairs, ...	265,680.56	.0411	.0069
Floating Equipment—Depreciation, ...	85,064.59	.0132	.0021
Work Equipment—Repairs, ...	45,449.25	.0071	.0011
Work Equipment—Renewals, ...	10,104.98	.0016	.0003
Work Equipment—Depreciation, ...	6,368.92	.0010	.0002
Shop Machinery and Tools, ...	265,258.82	.0411	.0069
Power Plant Equipment, ...	36,758.00	.0057	.0009
Injuries to Persons, ...	16,895.10	.0026	.0004
Stationery and Printing, ...	1,155.35	.0002	.0001
Other Expenses, ...	232,247.29	.0360	.0060
Maintaining Joint Equipment at Terminals—Dr., ...	1,878.79	.0003	.0001
Maintaining Joint Equipment at Terminals—Cr., ...	3,662.55	.0006	.0001
Total—Maintenance of Equipment,	\$6,461,772.22	100.00	16.70

Operating Expenses—Entire Line.—Continued.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
III. Traffic Expenses :			
Superintendence, ...	\$146,876.69	.4185	.0088
Outside Agencies, ...	60,598.90	.1727	.0018
Advertising, ...	89,202.59	.2542	.0028
Traffic Associations, ...	10,125.94	.0289	.0008
Stationery and Printing, ...	48,559.83	.1241	.0011
Other Expenses, ...	579.10	.0016	.0000
Total—Traffic Expenses, ...	\$350,943.05	100.00	.0091
IV. Transportation Expenses :			
Superintendence, ...	\$290,518.84	.0122	.0075
Dispatching Trains, ...	151,939.75	.0066	.0039
Station Employees, ...	4,478,827.64	.1952	.1158
Station Supplies and Expenses, ...	873,080.53	.0163	.0096
Yardmasters and their Clerks, ...	359,518.25	.0157	.0098
Yard Conductors and Brakemen, ...	936,774.67	.0408	.0242
Yard Switch and Signal Tenders, ...	197,781.38	.0086	.0051
Yard Supplies and Expenses, ...	30,645.56	.0013	.0008
Yard Enginemen, ...	509,849.69	.0222	.0123
Enginehouse Expenses—Yard, ...	125,749.56	.0055	.0033
Fuel for Yard Locomotives, ...	722,580.22	.0315	.0187
Water for Yard Locomotives, ...	27,101.13	.0012	.0007
Lubricants for Yard Locomotives, ...	18,644.11	.0006	.0004
Other Supplies for Yard Locomotives, ...	10,347.04	.0005	.0008
Operating Joint Yards and Terminals—Dr., ...	778,800.68	.0339	.0202
Operating Joint Yards and Terminals—Cr., ...	44,714.87	.0019	.0011
Motormen, ...	141,890.29	.0063	.0037
Road Enginemen, ...	1,786,881.50	.0779	.0463
Enginehouse Expenses—Road, ...	604,952.83	.0263	.0156
Fuel for Road Locomotives, ...	4,259,994.31	.1857	.1101
Water for Road Locomotives, ...	268,576.35	.0124	.0073
Lubricants for Road Locomotives, ...	77,475.01	.0034	.0020
Other Supplies for Road Locomotives, ...	74,806.83	.0033	.0019
Operating Power Plants, ...	230,075.71	.0100	.0059
Purchased Power, ...	97,280.57	.0042	.0025
Road Trainmen, ...	2,452,910.51	.1069	.0634
Train Supplies and Expenses, ...	656,279.39	.0236	.0170
Interlockers and Block and Other Signals— Operation, ...	596,173.54	.0259	.0154
Crossing Flagmen and Gatemen, ...	370,022.61	.0161	.0096
Drawbridge Operation, ...	63,564.22	.0028	.0016
Clearing Wrecks, ...	53,326.28	.0023	.0014
Telegraph and Telephone—Operation, ...	157,744.40	.0069	.0041
Operating Floating Equipment, ...	655,539.97	.0290	.0169
Stationery and Printing, ...	241,321.29	.0105	.0062
Other Expenses, ...	14,544.84	.0006	.0004
Loss and Damage—Freight, ...	334,565.87	.0146	.0087
Loss and Damage—Baggage, ...	2,987.56	.0001	.0001
Damage to Property, ...	116,865.15	.0051	.0030
Damage to Stock on Right of Way, ...	586.67	.0000	.0000
Injuries to Persons, ...	518,611.72	.0226	.0133
Operating Joint Tracks and Facilities—Dr., ...	190,334.40	.0088	.0049
Operating Joint Tracks and Facilities—Cr., ...	1,733.41	.0000	.0000
Total—Transportation Expenses, ...	\$22,942,674.94	100.00	.5930

Operating Expenses—Entire Line.—*Concluded.*

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
V. General Expenses:		Per cent.	Per cent.
Salaries and Expenses of General Officers, . .	\$181,688.06	.1009	.0047
Salaries and Expenses of Clerks and Attendants, . .	510,882.81	.2883	.0181
General Office Supplies and Expenses, . .	38,441.17	.0214	.0010
Law Expenses, ...	254,862.23	.1412	.0066
Insurance, ...	336,220.32	.1866	.0087
Pensions, ...	100,048.54	.0555	.0026
Stationery and Printing, ...	55,873.60	.0310	.0015
Other Expenses, ...	305,651.43	.1697	.0079
General Administration Joint Tracks, Yards, and Terminals—Dr., ...	18,786.75	.0104	.0005
Total—General Expenses, ...	\$1,801,449.91	100.00	.0466
Recapitulation of Expenses:			
I. Maintenance of Way and Structures, . .	\$7,132,875.64	.....	.1848
II. Maintenance of Equipment, ...	6,461,772.22	.....	.1670
III. Traffic Expenses, ...	850,943.05	.....	.0091
IV. Transportation Expenses, ...	22,942,674.94	.....	.5980
V. General Expenses, ...	1,801,449.91	.....	.0466
Total Operating Expenses, ...	\$38,689,215.76	... ....	100.00

Ratio of Operating Expenses to Operating Revenues, 63.74 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

(a) OUTSIDE OPERATIONS.

Designation.	Revenues.	Expenses.	Net revenue or deficit.
Ferry lines, ...	\$2,592.03	\$7,302.74	Cr. \$4,710.71
Sleeping-car service, ...	560,239.48	87,467.76	472,821.72
Parlor and chair car service, . .	1,022,338.16	294,727.46	727,610.70
Dining and special car service, . .	513,797.89	436,502.68	77,295.21
Hotels and restaurants, ...	86,223.14	81,237.38	4,985.76
Miscellaneous:			
Midway icing plant, ...	4,674.70	4,407.27	267.43
Lighterage, ...	30,732.87	.....	30,732.87
Periodical advertising, ...	846.50	1,048.26	Cr. 201.76
Boston dormitories (or rest rooms), ...	1,811.85	2,143.06	331.21
Total, ...	\$2,223,306.62	\$914,836.61	\$1,308,470.01

(b) OTHER PROPERTIES.

None.

Rents Receivable.**1. FROM JOINT FACILITIES.**

Facility Leased.	Location.	Name of lessee.	Amount.
Joint tracks : Use of tracks,	Acton Jct. to Concord Jct.	Boston & Maine R. R.,	\$3,062.20

2. FROM LEASE OF ROAD.

Road leased.	Location.	Name of Lessee.	Amount.
New York State Line to Mianus River, . . .	State of Connecticut,	New York and Stamford Ry. Co., . . .	\$20,000.00
Wicopee Jct. to Fishkill Landing, ...	State of New York,	The Central New England Ry. Co., . . .	1,000.00
Total, ...			\$21,000.00

3. MISCELLANEOUS RENTS.

Total, ... \$308,043.03

NOTE — This amount covers rents received from a large number of tenants in amounts from \$1.00 up.

Miscellaneous Income.

None.

Rents Payable.

1. FOR JOINT FACILITIES.

Facility leased.	Location of property.	Name of lessor.	Item.
Joint Tracks:			
Tolls, ...	Woodlawn Jct. to G. C. Station, ...	N. Y. & Harlem R. R.	\$358,649.69
Use of tracks, ...	Sterling Jct. to Worcester, Mass., ...	Boston & Maine R. R.	25,000.00
" " "	Hopewell Jct. to Poughkeepsie, ...	Cent. New Eng. Ry.	4,241.16
Total, ...			\$387,890.85
Joint Yard and Terminals:			
Grand Cent. Station, } New York City, ...	N. Y. C. & H. R. R. R.	\$662,909.95	
Mott Haven Yard	125th St., N. Y. City, ...	" "	9,242.97
Distributing System, }	Springfield, Mass., ...	" "	18,500.00
Sta. accommodations, }	Pittsfield, Mass., ...	" "	1,999.95
" " "	Worcester, Mass., ...	" "	9,600.00
" " "	Ashland, Mass., ...	" "	748.02
" " "	Westfield, Mass., ...	" "	1,755.00
" " "	Newton Highlands, Mass. . . .	" "	450.00
" " "	So. Framingham, Mass. . . .	" "	1,406.25
" " "	Lowell, Mass., ...	Boston & Maine R. R.	600.00
" " "	Northampton, Mass., ...	" "	800.00
Station facilities,	Fitchburg, Mass., ...	" "	800.06
" " "	North Acton, Mass., ...	" "	5.00
" " "	Shelburne Falls, Mass., ...	Boston & Maine R. R.	100.04
" " "	Campbell Hall Transfer, N. Y., ...	Cent. New Eng. Ry.	1,958.00
" " "	H'pwell Crossing, N. Y., ...	" " " "	146.64
Terminal facilities, .	Sterling Jct., Mass., ...	Boston & Maine R. R.	384.24
" " "	Boston, Mass., ...	Boston Terminal Co.	374,006.25
Sta. & track facilities,	New London, Conn., ...	N. Lond'n Union Sta.	6,091.78
Total, ...			\$1,086,504.15
Grand total, ...			\$1,474,395.00

Rents Payable — Continued.

2. FOR LEASE OF ROAD.

Road leased.	Guaranteed interest on bonds.	Guaranteed dividends on stocks.	Cash.	Total.
Old Colony R. R.	\$586,720.00	\$1,391,005.00	\$10,263.04	\$1,987,988.04
Boston & Providence R. R.	86,800.00	400,000.00	9,919.20	496,719.20
Prov. & Worcester R. R.	60,000.00	350,000.00	6,000.00	416,000.00
Norwich & Worcester R. R.	48,000.00	240,000.00	2,504.16	290,504.16
Harlem River & P. C. R. R.	40,000.00	70,000.00	648,939.45	758,939.45
New Haven & N. H. Co.,	131,000.00	98,400.00	.....	229,400.00
Holyoke & Westfield R. R.	.....	.....	46,000.00	46,000.00
Berkshire R. R.	.....	68,864.00	.....	68,864.00
Prov., Warren & Bristol,	.....	26,244.00	2,565.93	28,809.93
Plymouth & Middleboro,	11,250.00	.....	100.00	11,350.00
Milford & Woonsocket,	2,400.00	.....	.....	2,400.00
Milford, Franklin & Prov.,	400.00	.....	.....	400.00
Chatham R. R.	.....	.....	5,562.85	5,562.85
West Shore R. R.	1,000.00	2,666.66	.....	8,666.66
Conn. Ry. & Lighting Co.,	407,617.99	.....	864,882.01	772,500.00
Betterments on leased roads as under:				
Boston & Providence,	.....	.....	10,874.10	10,874.10
Providence & Worcester,	.....	.....	8,069.63	8,069.63
Prov., Warren & Bristol,	.....	.....	189.26	189.26
Harlem R. & P. C. R. R.,	.....	.....	91.37	91.37
Old Colony R. R.,	.....	.....	298.67	298.67
Norwich & Worcester,	.....	.....	127.17	127.17
Holyoke & Westfield,	.....	.....	12.82	12.82
	\$1,875,187.99	\$3,642,179.66	\$1,116,349.66	\$5,188,717.31

MISCELLANEOUS RENTS.

Name.	Location.	Lessor.	Item.
G. C. Sta., Room 600,	New York City,	N. Y. C. & H. R. R. R.,	\$93.10
Piers, ...	East River, N. Y. city,	City of New York et al.,	191,058.86
"	Brooklyn, N. Y.,	Ireland Real Estate Co.,	6,783.75
Wharf, ...	South Boston, Mass.,	Boston Wharf Co.,	27,500.00
"	Newport, R. I.,	Trustees Long Wharf,	1,400.00
Land, ...	Canaan, Conn.,	Central New Eng. Ry.,	1.00
"	So. Worcester, Mass.,	N. Y. C. & H. R. R. R.,	1.00
"	Holyoke, Mass.,	Holyoke Water P. Co.,	180.00
Street franchise,	Providence, R. I.,	City of Providence,	1,000.00
Station facilities,	West Dudley, Mass.,	C. W. Weld,	6.25
Car barn, . . .	Rockville, Conn.,	Connecticut Co.,	40.80
Total, ...			\$328,094.76

Other Deductions from Income.

Nature of deduction.	Amount.
Payments to The Rhode Island Co., in accordance with agreement dated Feb. 29, 1904, ...	\$5,186.27
Payments to the Central New England Ry. Co., account adjustment of N. D. & C. Ry. account, ...	5,303.54
Total, ...	<u>\$10,489.81</u>

Separately Operated Properties.

Name of property.	Location.	Total net profit.
The Connecticut Company,	Street Rys. in State of Conn.,	\$2,254,278.58

NOTE B—This company pays only a proportion of the amount paid by the Grand Central Terminal for hire of equipment on wheelage basis which varies monthly, and the detailed analysis of which is not kept by this company.

Recapitulation of Hire of Equipment.

	Amount receivable.	Amount payable.
A. Equipment leased, ...	0	0
B. Equipment interchanged, ...	\$1,652,294.49	\$1,567,627.05
C. Private cars, ...	0	83,612.02
Total, ...	\$1,652,294.49	\$1,651,239.07
Balance, ...	1,055.42	

Car Mileage.

AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation		
			%c rate	6/10c rate	Amount
American Cotton Oil Co.,		Tank,	165,261		\$ 1,239.48
American Linseed Co.,		Tank,	10,236		76.79
American Refrigerator Transit Co.,		Refrigerator,	110,016		825.15
American Tank Line,		Tank,	9,943		74.36
Arms Palace Horse Car Co.,		Horse,		27,966	167.79
Atlantic Seaboard Despatch,		Refrigerator and Tank,	6,836		51.29
American Tar Co.,		Tank,	1,091		8.19
American Live Stock Transportation Co.,		Stock,		617	3.70
Armour Car Lines,		Refrigerator and Box,	2,376,105	26,274	17,978.49
Bird & Son, F. W.,		Tank,	791		5.97
Binns Chemical Co.,		Tank,	320		2.41
Berwind-White Coal Mining Co.,		Coal,		706,740	4,240.44
Beadleston & Woerz,		Refrigerator,			20.38
Brill & Co., J. G.,		Flat,	2,714		5.60
Burton, J. K.,		Tank,	360	933	2.70
Basic Extract Co.,		Tank,	5,058		37.95
Bulah Coal Co.,		Coal,		9,409	56.46
Bay Terminal,		Tank,	31		.23
Baltimore Mfg. Co.,		Tank,	6,918		51.89
Big Bend Coal Mining Co.,		Coal,		272	1.64
Buckeye Transportation Co.,		Refrigerator,	918		6.89
Buch & Co., E. A.,		Tank,	192		1.44
Barrett Mfg. Co.,		Tank,	604		4.53
Chicago, New York & Boston Refrigerator Co.,		Refrigerator,	64,291		492.20
Chicago Refrigerator Car Co.,		Refrigerator,	41,418		310.65
Cold Blast Transportation Co.,		Refrigerator,	349,759		2,623.20
Cleveland Provision Co.,		Refrigerator,	527		3.95
Cochrane Chemical Co.,		Tank,	532		3.99
Columbia Tank,		Tank,	4,430		33.23
Crescent Tank Line,		Tank,	13,502		101.28
Cudahy Refrigerator Line,		Refrigerator,	625,492		4,691.28
Cudahy Milwaukee Refrigerator Line,		Refrigerator,	742		5.57
Cutting Car Co.,		Rack,		8,343	50.04

Car Mileage—Continued.
AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	¼c rate	Car miles and rate of compensation 9/10c rate	Amount
Colonial Tank,		Tank,	8,498	.....	63.75
Clapp Ammonia Co., B. P.,		Tank,	1,103	.....	8.30
Chilhowee Extract Co.,		Tank,	1,422	.....	3.17
Cedar Rapids Refrigerator Line,		Refrigerator,	11,420	.....	86.66
Cold Blast Refrigerator Transit Line,		Refrigerator,	1,159	.....	8.72
Cunfield Oil Co.,		Tank,	102	.....	.77
Cherokee Tanning Extract Co.,		Tank,	26	.....	.20
Champion Fibre Co.,		Tank,	23,680	.....	177.63
Cornplanters' Tank Line,		Tank,	8,958	.....	67.20
Crystal Car Line,		Tank,	3,415	.....	26.63
Conevango Refining Co.,		Tank,	105	.....	.79
Chicago Stock Express,		Stock,	.....	1,178	7.07
Continental Refining Co.,		Tank,	2,133	.....	16.00
Charleston Cotton Oil & Refining Co.,		Tank,	3,371	.....	25.28
Dairy Shippers' Despatch,		Refrigerator,	34,354	.....	267.68
Dold Packing Co., Jacob,		Refrigerator,	21,787	.....	163.44
Doud Stock Car Co.,		Stock,	.....	1,828	10.97
Delaware River & Union R. R.,		Tank,	3,021	.....	22.67
East Jersey R. R. & Terminal Co.,		Tank,	64,174	.....	481.33
Excelsior Oak Extract Co.,		Tank,	329	.....	2.47
Eastern Live Stock Express,		Stock,	.....	882	5.29
Express Car Line,		Horse and auto,	.....	52	.31
Elizabethtown Gas Light Co.,		Tank,	408	.....	3.06
Emery Mfg. Co.,		Tank,	996	.....	7.47
Emblenton Refining Co.,		Tank,	420	.....	3.16
Franklin Tank Line,		Tank,	11,284	.....	84.65
Freedom Oil Works,		Tank,	1,560	.....	11.70
Franklin Refining Tank Car Line,		Tank,	456	.....	3.42
German American Car Co.,		Refrigerator,	8,350	.....	62.65
Gulf Refining Co.,		Tank,	21,112	.....	158.36
Georges Creek Coal & Iron Co.,		Coal,	.....	290	1.74
General Electric Co.,		Flat,	.....	1,018	6.11
Germania Refining Co.,		Tank,	20,328	.....	152.47

Car Mileage—Continued.

AMOUNT PAID CAR LINES FROM JULY 1, 1908, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation		
			%c rate	¢/10c rate	Amount
Glade Oil Works,		Tank,	298	.....	2.23
Heald & Company, John H.,		Tank,	2,658	.....	19.95
Heinz Company, H. J.,		Refrigerator,	7,804	.....	58.98
Hilldale Stock Car Co.,		Stock,	.....	72	25
Hartford Electric Light Co.,		Tank,	300	.....	2.25
Hammond Standish Co.,		Refrigerator,	52	.....	.39
Indianapolis Abattoir Co.,		Refrigerator,	67,781	.....	508.61
Island Petroleum Co.,		Tank,	202	.....	1.52
Indian Refining Co.,		Tank,	12,774	.....	95.83
Jameson Coal & Coke Co.,		Coal,	.....	19,064	114.38
Kingan Refrigerator Car Line,		Refrigerator,	8,031	.....	60.25
Keystone Coal & Coke Co.,		Coal,	.....	16,737	100.43
Kentucky Refining Co.,		Tank,	531	.....	3.99
Kerns Live Stock Express,		Stock,	.....	817	4.91
Kendall Refining Co.,		Tank,	105	.....	.79
Libby, McNeill & Libby,		Refrigerator,	4,728	.....	35.46
Larkin Company,		Tank,	327	.....	2.45
Lipe, F. W.,		Hay,	.....	6,544	39.28
Live Poultry Transportation Co.,		Live poultry,	530	.....	3.99
Lemac Carrier Co.,		Live poultry,	136	.....	1.02
Logan Coal Co.,		Coal,	.....	216	1.30
Maher Horse & Stock Car Co.,		Horse and stock,	.....	3,124	18.76
Marsden, Orth & Hastings,		Tank,	1,109	.....	8.32
Morrill Refrigerator Line,		Refrigerator,	15,575	.....	116.82
Merchants Despatch Transportation Co.,		Refrigerator,	397,944	.....	2,984.60
Morris & Company,		Refrigerator,	643,625	.....	4,827.21
Merrimac Chemical Co.,		Tank,	74	.....	.56
Morrisdale Coal Co.,		Coal,	.....	26,989	161.92
Menasha Wooden Ware Co.,		Box,	.....	407	2.44
Morton-Gregson Car Lines,		Refrigerator,	130	.....	.98
Milwaukee Refrigerator Transit Co.,		Refrigerator,	95,315	.....	714.90
Missouri River Despatch,		Refrigerator,	33,261	.....	249.47
Midland Linseed Despatch,		Tank,	579	.....	4.34

Car Mileage—Continued.
AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	¼c rate	Car miles and rate of compensation. 6/10c rate	Amount
Minudie Coal Co.,		Coal,	.....	76	.46
Mutual Refining Co.,		Tank,	390	.....	2.93
Narragansett Brewing Co.,		Refrigerator,	76,430	.....	573.22
National Car Lines,		Refrigerator and box,	722,377	.....	5,418.39
National Despatch Line,		Box,	.....	92	102.31
New England Gas & Coke Co.,		Coal,	.....	17,051	502.93
New Haven Gas Light Co.,		Tank,	2,022	.....	15.19
National Transportation & Terminal Co.,		Tank,	119	.....	.89
Pennsylvania Steel Co.,		Box,	.....	145	.87
Pittsburg Prov. & Packing Co.,		Refrigerator,	454	.....	3.41
Philadelphia Quartz Co.,		Tank,	421	.....	3.16
Pacific Fruit Express Co.,		Refrigerator,	80,381	.....	602.87
Pennsylvania Paraffine Works,		Tank,	6,919	.....	44.41
Pennsylvania Gas & Coal Co.,		Coal,	.....	217,074	1,302.44
Pittsburg-Buffalo Co.,		Coal,	.....	418	2.50
Piper & Company, W. H.,		Coal,	.....	1,737	10.42
P. D. Oil Co.,		Tank,	392	.....	2.94
Pittsburg Coal Co.,		Coal,	.....	42	.25
Proctor & Gamble Co.,		Tank,	9,121	.....	68.43
Pittsburg Plate Glass Co.,		Box,	.....	1,360	8.15
Peerless Tank Line,		Tank,	1,754	.....	13.17
Pennsylvania Refining Co.,		Tank,	736	.....	5.53
Pure Oil Co.,		Tank,	1,684	.....	11.91
Produce Shippers' Despatch,		Refrigerator,	515	.....	3.87
Pennsylvania Coal & Coke Co.,		Coal,	.....	181,902	1,091.42
Pittsburg Oil Refining Co.,		Tank,	763	.....	5.65
Ruddy Refrigerator Line,		Refrigerator,	7,727	.....	57.97
River Coal Co.,		Coal,	.....	594	3.57
Santa Fé Refrigerator Despatch Co.,		Refrigerator,	95,910	.....	719.33
Shippers' Refrigerating Car Co.,		Refrigerator,	63,774	.....	478.30
Southern Cotton Oil Co.,		Tank,	634	.....	4.76
Schmerhorn & Warren Co.,		Tank,	290	.....	2.18
Speares Tank Line,		Tank,	9,817	.....	73.65

Car Mileage—Continued.

AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	Car miles and rate of compensation ¼¢ rate	6/10¢ rate	Amount
St. Louis Refrigerator Car Co., "Lemp Series,"		Refrigerator,	268	.....	2.01
St. Louis Refrigerator Car Co., "A. Busch Series,"		Refrigerator,	46,583	.....	349.41
Street's Western Stable Car Lines,		Stock,	.....	6.568	39.41
Swift Refrigerator Line,		Refr., box, tank, and stock,	1,032,850	160,733	8,710.79
Spencer, Kellogg Co.,		Tank,	4,016	.....	30.14
Solvay Process Co.,		Tank,	2,425	.....	18.22
South Fork Coal Mining Co.,		Coal,	.....	1,837	11.02
Sieltian Asphalt Paving Co.,		Box,	.....	92	.55
Susquehanna Coal Co.,		Coal,	.....	8,638	51.82
St. Louis Independent Packing Co.,		Refrigerator,	33,648	.....	252.39
Schenck Stock Express,		Stock,	.....	366	2.20
Seneca Oil Works,		Tank,	4,237	.....	31.78
Sterling Coal Co.,		Coal,	.....	30,405	182.44
Smethport Extract Co.,		Tank,	2,902	.....	21.76
Superior Oil Works,		Tank,	1,694	.....	12.73
Stern & Sons, Joseph,		Stock,	.....	290	1.74
Seaboard Refining Co.,		Tank,	728	.....	5.46
Tellico Extract Co.,		Tank,	8,190	.....	61.44
Tanners & Dyers Extract Co.,		Tank,	145	.....	1.09
Tenn. Packing Stock Yard Co.,		Refrigerator,	290	.....	2.18
Texas Company,		Tank,	109,466	.....	821.00
Titusville Oil Works,		Tank,	1,433	.....	10.60
Tiona Refining Co.,		Tank,	336	.....	2.53
Texas City Refining Co.,		Tank,	472	.....	3.54
Union Refrigerator Transit Co. of Wisconsin,		Refrigerator,	192,771	.....	1,445.80
Union Tank Line,		Tank,	1,038,261	.....	7,786.99
United Refining Co.,		Tank,	204	.....	1.53
U. S. Industrial Alcohol Co.,		Tank,	500	.....	3.76
Union Petroleum Co.,		Tank,	3,978	.....	29.84
United Coal Co.,		Coal,	.....	1,979	11.87
United Gas & Improvement Co.,		Tank,	230	.....	1.73
Valvoline Oil Works,		Tank,	6,606	.....	49.57
Venice Transportation Co.,		Flat,	.....	770	4.63

Car Mileage—Concluded.

AMOUNT PAID CAR LINES FROM JULY 1, 1909, TO JUNE 30, 1910.

Name of owner	Cars used	Description	%c rate	Car miles and rate of compensation ¢/10c rate	Amount
Vinton Colliery Co.,		Coal,	.....	48	.29
Warren Bros. Co.,		Tank,	1,416	.....	10.63
Webster Coal & Coke Co.,		Coal,	.....	217,360	1,304.16
Western Live Stock Express,		Stock,	.....	131,702	790.22
Westmoreland Coal Co.,		Coal,	.....	650,715	3,904.29
Waverly Oil Works,		Tank,	34,918	.....	261.91
Westinghouse Mach. Co.,		Flat,	.....	58	.35
Wood Products Co.,		Tank,	1,321	.....	9.92
Wilburine Oil Works,		Tank,	2,059	.....	15.45
Warren Refining Co.,		Tank,	105	.....	.79
White City Refrigerator Despatch,		Refrigerator,	2,782	.....	20.87
Wason Mfg. Co.,		Flat,	.....	2,145	12.87
Wicks & Company, H. J.,		Coal,	.....	42	.25
Western Refrigerator & Despatch,		Refrigerator,	1,951	.....	14.64
Western Heater Despatch,		Refrigerator,	122,542	.....	919.07
			9,085,830	2,577,832	\$83,612.02

The total miles will not figure exactly the total amount on account of fractions of cents.

Taxes and Assessments.

FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.

State or Territory.	AD VALOREM TAX.		SPECIFIC TAX.		On property owned, not used in operation, and miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	On gross or net earnings, revenue, or dividends.	On traffic, or some physical quality of property operated, or on privilege.			
New York, ...	\$416,865.94	.....	\$18,384.95	.....	.....	.....	\$435,250.89
Massachusetts, ...	683,690.86	\$599,496.23	.....	.....	\$17,488.61	.....	1,299,665.69
Connecticut, ...	66,677.21	1,712,956.86	.....	\$50,002.48	12,081.30	.....	1,841,667.85
Rhode Island, ...	273,994.73	.....	.....	.....	.....	.....	273,994.73
New Hampshire, ...	427.60	.....	.....	.....	.....	.....	427.60
U.S. Government, . . . . .	.....	.....	.....	.....	.....	\$182,370.25	182,370.25
Total, ...	\$1,440,656.34	\$3,312,443.08	\$18,384.95	\$50,002.48	\$29,519.91	\$182,370.25	\$3,963,377.01

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

1. None.

2. The decrease of 1.96 miles in single track is accounted for as follows:

New Haven to Willimantic, account remeasurement,	.99
Westfield to Waterbury, account remeasurement,	1.81
New Haven to Shelburne Jct., account remeasurement,	.52
Loop at Stonington transferred to side track,	.97
No. Attleboro to Chestnut St., transf. to side track,	.97
Connection N. L. & N. at Norwich, transf. to side track,	.63

5.89

Less:

Wickford Jct. to Wickford Landing purchased,	3.42		
Fractional changes due to remeasurements,	.51	3.93	1.96

The increase of 1.34 miles in second track is accounted for by fractional changes due to remeasurements, 1.34

The decrease of 1.06 miles in third track is accounted for as follows:

Boston, Mass., account elimination grade crossings,	.50
Fractional changes due to remeasurements,	.56
	1.06

The decrease of .76 miles in fourth track is accounted for as follows:

Boston, Mass., account elimination grade crossings,	.48	
Fractional changes due to remeasurements,	.28	.76

New sidings, including remeasurements, less side track removed, increase,	43.32
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Net increase,	40.88
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3. Thirty-two grade crossings were eliminated during the year.
New passenger stations were erected at East Hampton and Sagamore.
New freight house erected and additional facilities installed at Guilford, Conn.
New coal pocket erected at Waterbury, and improved facilities for handling coal installed at New Haven.
New steamboat dock built at New London.
New enginehouse built at Meriden Junction.
Electric freight conveyors installed at Bridgeport.
Twenty-one new bridges constructed during the year, one wood and four steel bridges replaced by concrete arch culverts.
Reinforced concrete arch constructed at West Haven, Conn.
New concrete subway built at Rye, N. Y.
Highway crossing bell installed at New Milford, Conn.
Cover sheds built for two main tracks at Providence, R. I.
4. The lease of the Connecticut Railway and Lighting Company has been transferred so far as the railways are concerned to The Connecticut Company, and so far as the gas and electric lighting and power plants are concerned to the Housatonic Power Company.
5. On November 1, 1909, the railway and property of the Newport and Wickford Railroad and Steamboat Company were purchased by The New York, New Haven and Hartford Railroad Company. The property and franchises of The Farmington Street Railway Company were purchased by The New York, New Haven and Hartford Railroad Company, December 10, 1909.
6. The increase in capital stock is caused by receipts issued on account of new capital stock paid for in instalments.
7. There have been issued during the year:

6% convertible debenture certificates, ...	\$1,430,250.00
3½% convertible debenture certificates, ...	575.00
* 5% debentures, Farmington St. Ry., ...	30,000.00
Total increase, ...	\$1,460,825.00

The following funded debt of the company has been paid off during the year:

4% convertible debenture certificates, due 1908, ...	\$1,500.00
5% two-year debenture notes, due 1909, ...	10,000.00
5% three-year debenture notes, due 1910, ...	3,540,000.00
4½% Hartford St. Ry. debentures, Series N, due 1930, ...	145,000.00

*Assumed in the purchase of the property.

3%, 3½%, and 4% Consolidated Ry. debentures, due 1930, ...	28,000.00
4% Consolidated Ry. debentures, due 1954, ...	99,000.00
4% Consolidated Ry. debentures, due 1955, ...	41,000.00
4% Consolidated Ry. debentures, due 1955, ...	1,000.00
4% Consolidated Ry. debentures, due 1956, ...	97,000.00
4½% Shore Line Ry. first mortgage bonds, due 1910, ...	200,000.00
4% Housatonic R. R. first mortgage bonds, due 1910, ...	100,000.00
	\$4,262,500.00

Transferred to matured funded debt unpaid.

4% convertible debenture certificates, due 1908, ...	\$7,200.00
5% three-year debentures, due 1910, ...	10,000.00
	\$4,279,700.00

8. The following securities of the company on hand July 1, 1909, have been disposed of during the year:

218,781 shares capital stock, ...	\$21,878,100.00
---	-----------------

The following securities of the company have been acquired during the year:

	Par Value.	Book Value.
3%, 3½%, and 4% Consolidated Ry. debenture scrip, ...	\$700.00	\$665.00
4% N. Y., Providence & Boston R. R. general mortgage bonds, ...	201,000.00	211,050.00

The following securities of other companies have been acquired by the company during the year:

Bonds.	Par Value.	Book Value.
N. Y., Westchester & Boston Ry. Co. bonds, ...	\$15,088,888.89	\$15,083,422.67
Boston R. R. Holding Co. debentures, ...	20,012,000.00	20,012,000.00
Cent. New England Ry. income bonds, ...	669,319.10	670,214.67
Cent. New England Ry. first mtg. bds., ...	2,000.00	2,092.50
 Stocks.		
Berkshire R. R. Co., ...	\$40,100.00	\$67,361.88
Berkshire Street Ry. Co., ...	1,928,800.00	2,891,226.88
Boston & Providence R. R. Corp., ...	23,100.00	69,004.38
Cent. New England Ry. Co. com., ...	55,900.00	37,820.28
Cent. New England Ry. Co. pref., ...	50,900.00	25,878.50
Connecticut Company, ...	39,725,000.00	39,725,000.00
N. Y., Westchester & Boston Ry. Co., ...	1,871,837.50	4,409,099.18
Norwich & Worcester R. R. Co., ...	14,200.00	30,741.13
Old Colony R. R. Co., ...	845,100.00	1,647,945.00
Providence, Warren & Bristol R. R. Co., ...	100.00	151.00
Providence & Worcester R. R. Co., ...	44,900.00	121,340.00
The Rhode Island Co., ...	1,175,100.00	1,175,100.00

Stocks.	Par Value.	Book Value.
Boston R. R. Holding Co., . . .	3,106,500.00	3,106,500.00
Birmingham Water Power Co., . . .	54,000.00	54,000.00
New England Navigation Co., . . .	41,000,000.00	41,000,000.00
Trustees Park Sq. Real Estate Trust,	5,200,000.00	5,071,331.87
Pennsylvania R. R. Co., ...	9,653.87	9,653.87
* West Shore Ry. Co., ...	1,400.00	1,754.00
United States Transportation Co., . . . . .	.....	89,949.81

The following securities of other companies owned by the company on July 1, 1909, have been disposed of during the year:

Bonds.	Par Value.	Book Value.
Bennington & North Adams St. Ry. Co.,	\$450,000.00	\$450,500.00
Merchants & Miners Transportation Co.,	3,250,000.00	3,250,000.00
New York & Stamford Ry. Co., . . .	247,000.00	247,000.00

Stocks.		
Farmington St. Ry. Co., ...	\$130,800.00	\$126,038.33
Hartford & N. Y. Transportation Co.,	3,283,000.00	3,519,954.69
Merchants & Miners Transportation Co.,	2,500,000.00	2,500,000.00
New York & Ridgefield R. R. Co., . . .	179,850.00	39,004.98
West Shore Ry. Co., ...	27,075.00	37,426.72

9. * Milford, Franklin & Providence R. R. Co., ... 283.53
 * Milford and Woonsocket R. R. Co., ... 1,046.93

10. None.

* See securities disposed of.

* Reduced in valuation by amount of cash received from above companies.

Comparative General Balance Sheet.

JUNE 30, 1909.		Assets.	JUNE 30, 1910.		INCREASE OR DE- CREASE.
Item.	Amount.		Item.	Amount.	
		Property investment:			
		I. Road and equipment—			
		Investment to June 30, 1907			
\$78,878,611.89		Road—page 260, . . .	\$78,878,611.89		
32,792,939.81	\$111,171,561.64	Equipment—page 260,	32,792,939.81	\$111,171,561.64	
		Investment since June 30,			
		1907			
34,349,683.45		Road—page 259, . . .	35,523,265.71		\$1,173,582.26
21,215,663.44		Equipment—page 259, . . .	23,166,139.64		1,953,476.20
354,811.51	55,920,168.28	General Expenditures—			
		page 259, . . .	353,493.57	59,050,896.92	3,682.06
	40,861,603.65	Floating Equipment, Street			Cr.
		Railways and other Prop-		6,846,362.90	34,015,240.75
		erties, . . .			
	\$307,453,313.67			\$176,568,612.46	
	1,955,869.22	Reserve for Accrued De-		1,872,730.54	83,148.68
		preciation—Cr., . . .			
	\$205,497,444.45	Total, ...		\$174,696,092.92	\$30,801,351.53
		II. Securities—			
		Securities of Proprietary,			
		Affiliated, and Controlled			
		Companies—Unpledged—			
\$55,612,687.90		Stocks—page 264, . . .	\$105,651,694.78		\$50,039,007.18
16,577.35		Funded Debt—page 265,	15,100,000.00		15,083,422.67
15,071,294.17		Miscellaneous—page 265,	25,894,996.56		10,323,702.18
	\$70,700,559.10	Total, ...		\$146,146,621.13	\$75,446,062.03
	23,839,851.52	III. Other Investments—			
		Advances to proprietary,			
		affiliated, and controlled			
		companies for construc-			Cr.
		tion, equipment, and		\$1,161,671.62	\$22,678,179.70
		betterments—page 274,			Cr.
\$5,169,752.03		Miscellaneous Investments:			5,169,752.03
22,499,022.13	27,668,774.16	Physical properties—page			
		250, . . .		63,504,356.83	41,005,584.70
		Securities—unpledged—			
		pages 264-265 and 266.			
	\$51,508,625.68	Total, ...		\$64,666,528.65	\$13,157,902.97
	\$21,259,724.37	Working Assets:			
		Cash,		\$18,099,040.97	\$3,160,683.40
		Securities Issued or As-			
		sumed—Held in Treas-			Cr.
	21,578,100.00	ury—			21,578,100.00
		Stocks—page 262, . . .			211,715.00
		Funded debt—page 265,	\$211,715.00		
		Miscellaneous—page 266,		211,715.00	
		Marketable Securities—			
\$48,012.05		Stocks—page 263, . . .	57,665.22		2,653.87
2,737,681.47		Funded debt—page 269,	26,534,483.64		15,738,807.17
2,160,136.71	11,995,830.23	Miscellaneous—page 267,	2,963,050.94	29,565,205.50	322,914.22
	10,735.47	Loans and bills receivable,		10,797.96	62.49
	2,077,376.65	Net balance due from			
		agents and conductors,		2,248,770.27	171,363.61
	5,034,500.08	Miscellaneous accounts			
		receivable, . . .		4,306,251.21	Cr. 529,248.87
	3,458,026.25	Materials and supplies, .		3,461,208.43	2,133.17
	325,783.45	Other working assets, .		383,268.67	Cr. 56,463.23
	\$66,040,076.51	Total, ...		\$68,185,256.00	\$7,854,880.51

Comparative General Balance Sheet—Continued.

JUNE 30, 1909.		ASSETS,	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	\$1,371,036.33	Accrued Income Not Due : Unmatured interest, Divi- dends, and rents receiv- able, . . . . .	.....	970,848.49	Cr. \$400,358.84
\$1,140,400.51	.....	Deferred Debit Items : Advances— Controlled companies— page 274, . . . . .	.....	.....	.....
133,801.82	.....	Working Funds, ...	\$1,218,315.61	.....	77,915.10
1,374,302.33	.....	Other advances, ...	134,426.83	.....	825.00
14,104.68	.....	Rents and insurance paid in advance, ...	\$1,353,742.43	.....	.....
591,976.71	.....	Cash and securities in sinking and redemption funds—page 271, . . . . .	.....	87,991.66	73,886.96
1,379,047.50	.....	Cash and securities in in- surance and other re- serve funds—page 273, . . . . .	.....	671,349.48	79,372.77
3,470,609.86	.....	Other deferred debit items, . . . . .	.....	1,978,536.97	599,479.47
.....	.....	.....	.....	2,008,494.20	1,462,185.66
.....	.....	.....	.....	.....	Cr.
.....	\$3,739,941.08	Total, . . . . .	.....	\$3,099,084.74	\$630,906.34
.....	.....	.....	.....	.....	Cr.
.....	\$401,847,723.15	Grand Total, . . . . .	.....	\$450,764,376.93	\$48,916,653.78

Comparative General Balance Sheet.—Continued.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
		Capital stock—page 252.			
		Common stock, not held by company, \$121,878,100	\$121,878,100.00		
	\$121,878,100.00	Receipts outstanding for installments paid, ...	22,189,825.00	\$144,017,425.00	\$22,189,825.00
		Premiums realized on capital stock—page 256, since July 1, 1909, ...		20,630,720.25	20,630,720.25
	\$121,878,100.00	Total, ...		\$164,648,145.25	\$42,770,045.25
		Mortgage, Bonded, and Secured Debt:			
		Funded debt—pages 253-254.			
		Mortgage bonds, held by company, \$241,000			
\$58,961,000.00		Mortgage bonds, not held by company, \$58,440,000	\$58,661,000.00		Cr. 300,000.00
		Plain bonds, debentures, and notes, held by company, \$1,861,700			
*172,893,600.00		Plain bonds, debentures, and notes, not held by company, \$171,998,300	172,380,000.00		486,400.00
23,500.00		Miscellaneous funded obligations, not held by company, \$11,500	11,500.00		Cr. 12,000.00
2,966,575.00	234,864,675.00	Receipts outstanding for funded debt, ...		232,052,500.00	2,966,575.00
		Obligations for advances received for construction, equipment, and betterments—page 274, ...		474,803.98	474,803.98
	\$234,864,675.00	Total, ...		\$322,527,303.98	Cr. \$2,337,371.03
		Working Liabilities:			
	5,250,000.00	Loans and bills payable, ...		5,780,364.28	530,364.28
	1,543,761.25	Traffic and car-service balances due to other companies, ...		1,867,065.06	Cr. 156,676.19
	3,024,355.65	Audited vouchers and wages unpaid, ...		4,124,858.02	1,100,497.37
	40,000.00	Miscellaneous accounts payable, ...		86,000.00	46,000.00
	4,179,976.73	Matured interest, dividends, and rents unpaid, ...		4,481,063.20	301,086.47
	21,188.02	Matured mortgage, bonded, and secured debt unpaid, ...		19,631.41	Cr. 1,516.61
	51,834.31	Other working liabilities, ...		49,785.26	Cr. 2,048.95
	\$14,111,065.86	Total, ...		\$15,928,772.23	\$1,817,706.37
	2,654,761.61	Accrued Liabilities not due: Unmatured interest, dividends, and rents payable, ...		2,895,825.89	231,064.28
	\$2,654,761.61	Total, ...		\$2,895,825.89	\$231,064.28

* \$18,700 transferred to matured mortgage debt unpaid.

Comparative General Balance Sheet—*Concluded.*

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
.....	2,270,812.15	Deferred Credit Items: Other deferred credit items, . . . . .	.....	8,356,330.82	6,086,018.67
.....	\$2,270,812.15	Total, . . . . .	.....	\$8,356,330.82	\$6,086,018.67
.....	284,333.14	Appropriated Surplus: Reserves from income or surplus— Invested in sinking and redemption funds, . .	.....	284,545.91	50,212.
.....	1,379,047.50	Invested in other reserve funds, . . . . .	.....	1,978,526.97	599,479.47
.....	\$1,618,380.64	Total, . . . . .	.....	\$2,263,072.88	\$649,692.24
.....	631,542.48	Surplus account, C. R. & L. Co., lease, . .	.....		Cr. 631,542.48
.....	860,918.01	Reserve for equipment taken over with C. R. & L. lease, . . . .	.....		Cr. 860,918.01
.....	9,963,534.38	Equipment and personal property leased, . .	.....	9,958,672.41	Cr. 4,861.97
.....	12,999,443.02	Profit and Loss: Balance—page 262, . .	.....	14,196,253.47	1,196,810.45
.....	\$401,847,723.15	Grand Total, . . . .	.....	\$450,764,376.93	\$48,916,653.78

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

No. 1. None.

No. 2. None.

No. 3. None.

No. 4. None.

No. 5. None.

No. 6. None.

No. 7. None.

No. 8. None.

No. 9. None except side track and other minor contracts.

Employees and Salaries.

Class.	No. on June 30.	Total No. of days worked.	Total yearly compensation.	Av. daily compensation.
General Officers, ...	83	10,029	\$270,655.87	\$26.99
Other Officers, ...	134	43,455	815,070.86	7.25
General Office Clerks, ...	1,444	468,292	1,078,645.80	2.30
Station Agents, ...	810	293,599	668,970.17	2.23
Other Station Men, ...	4,920	1,626,079	3,290,054.80	2.02
Enginemen, ...	1,200	414,370	1,643,473.75	3.97
Firemen, ...	1,235	413,633	953,020.40	2.23
Conductors, ...	1,112	401,218	1,378,237.95	3.44
Other Trainmen, ...	3,377	1,078,234	2,573,940.70	2.39
Machinists, ...	747	200,888	597,703.55	2.98
Carpenters, ...	1,444	420,877	1,059,996.25	2.52
Other Shopmen, ...	3,090	975,492	2,137,457.80	2.19
Section Foremen, ...	650	205,093	519,399.35	2.53
Other Trackmen, ...	5,339	1,439,850	2,256,969.20	1.57
Switch Tenders, Crossing Tenders, and Watchmen, ...	1,760	637,627	1,151,898.00	1.81
Telegraph Operators and Dispatchers, ...	398	142,049	351,529.90	2.47
Employees—acct. Floating Equipm't, ...	862	130,188	320,494.63	2.46
All other Employees and Laborers, ...	5,041	1,549,937	3,029,089.78	1.95
Total (including "General Officers"),	33,096	10,455,710	\$23,596,607.26	\$2.26
Less "General Officers,"	83	10,029	270,655.87	.....
Total (excluding "General Officers"),	33,063	10,445,681	\$23,325,951.39	\$2.23
Distribution of above:				
Maintenance of Way and Structures, ...	8,101	2,331,045	4,514,953.65	1.94
Maintenance of Equipment, ...	6,462	2,019,985	4,477,217.12	2.23
Traffic Expenses, ...	126	42,546	172,427.86	4.05
Transportation Expenses, ...	16,834	5,592,180	13,278,366.88	2.37
General Expenses, ...	1,089	331,550	940,097.25	2.84
Outside Operations, ...	484	138,454	213,545.00	1.54
Total (including "General Officers"),	33,096	10,455,710	\$23,596,607.26	\$2.26
Less "General Officers,"	83	10,029	270,655.87	.....
Total (excluding "General Officers"),	33,063	10,445,681	\$23,325,951.39	\$2.23

Traffic and Mileage Statistics — Entire Line.

Item.	No. passengers, tonnage.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	82,905,187	.....	.....	.....
No. of passengers carried one mile,	1,506,907,990	.....	.....	.....
No. of passengers carried one mile per mile of road,	755,293	.....	.....	.....
Average distance carried, miles,	18.18	.....	.....	.....
Total passenger revenue,	24,885,864	74	.....	.....
Average amt received from each passenger,	.....	30	0.17	.....
Average receipts per passenger per mile,	.....	01	6.51	.....
Total passenger service train revenue,	29,005,890	06	.....	.....
Passenger service train revenue per mile of r'd,	14,538	35	.....	.....
Passenger service train revenue per train mile,	.....	1	85	2.31
Freight Traffic:				
No. of tons carried of freight earning revenue,	22,738,981	.....	.....	.....
No. of tons carried one mile,	2,124,680,965	.....	.....	.....
No. of tons carried 1 mile, per mile of road,	1,057,560	.....	.....	.....
Average distance haul of one ton, miles,	93.44	.....	.....	.....
Total freight revenue,	30,110,588	30	.....	.....
Average amt received for each ton of freight,	.....	1	32	4.18
Average receipts per ton per mile,	.....	01	4.17	.....
Freight revenue per mile of road,	14,987	55	.....	.....
Freight revenue per train mile,	.....	4	15	5.18
Total traffic:				
Operating revenues,	60,693,667	55	.....	.....
Operating revenues per mile of road,	29,709	70	.....	.....
Operating revenues per train mile,	2	66	5.64	.....
Operating expenses,	38,689,215	76	.....	.....
Operating expenses per mile of road,	18,938	47	.....	.....
Operating expenses per train mile,	1	69	9.21	.....
Net operating revenue (or deficit),	22,004,451	79	.....	.....
Net operating revenue (or deficit) per mile of road,	.....	10,771	28	.....
Average number of passengers per car mile,	27.00	.....	.....	.....
Average No. of passengers per train mile,	96.00	.....	.....	.....
Average No. of passenger cars per train mile,	4.64	.....	.....	.....
Average No. of tons of freight per loaded car mile,	14.65	.....	.....	.....
Average No. of tons of freight per train mile,	293.20	.....	.....	.....
Average No. of freight cars per train mile,	29.03	.....	.....	.....
Average No. of loaded cars per train mile,	20.01	.....	.....	.....
Average No. of empty cars per train mile,	8.04	.....	.....	.....
Average mileage operated during year,	2,042.89	.....	.....	.....

Traffic and Mileage Statistics—Entire Line.—(Concluded.)

CLASSIFICATION.	Item.	Total.
LOCOMOTIVE MILEAGE:		
Revenue Service—		
Freight locomotive-miles, ...	7,595,891	.....
Passenger locomotive-miles, ...	15,506,962	.....
Mixed locomotive-miles, ...	194,824	.....
Special locomotive-miles, ...	48,441	.....
Switching locomotive-miles, ...	5,107,835	.....
Total revenue locomotive mileage, . . . . .	.....	28,450,953
Nonrevenue service locomotive-miles, . . . . .	.....	1,186,915
CAR MILEAGE:		
Revenue Service—		
Freight car-miles, loaded, ...	145,029,004	.....
Empty, ...	58,292,955	.....
Caboose, ...	7,069,650	.....
Total freight car-miles, . . . . .	.....	210,891,609
Passenger car-miles,—		
Passenger, ...	47,123,487	.....
Sleeping, parlor, and observation, ...	9,716,631	.....
Other passenger-train cars, ...	15,837,719	.....
Total passenger car-miles, . . . . .	.....	72,677,837
Special car-miles,		
Freight—loaded, ...	49,985	.....
Empty, ...	2,469	.....
Caboose, ...	4,051	.....
Passenger, ...	232,586	.....
Sleeping, parlor, and observation, ...	105,407	.....
Total special car-miles, . . . . .	.....	394,498
Total revenue car mileage, . . . . .	.....	283,463,984
Nonrevenue service car-miles, . . . . .	.....	2,669,027
TRAIN MILEAGE:		
Revenue Service—		
Freight train-miles, ...	7,069,650	.....
Passenger train-miles, ...	15,482,436	.....
Mixed train-miles, ...	176,854	.....
Special train-miles, ...	39,924	.....
Total revenue train mileage, . . . . .	.....	22,768,864
Nonrevenue service train-miles, . . . . .	.....	814,379

EXPLANATORY REMARKS.

NOTE—Our records have not been kept in such a manner as will enable us to distinguish between "Delivered to Companies" and "Delivered to Other Roads."

Freight Traffic Movement.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Products of Agriculture:				
Grain, ...	66,182	485,740	551,922	.0248
Flour, ...	12,779	243,380	256,159	.0118
Other Mill Products, ...	63,536	275,035	338,571	.0149
Hay, ...	25,403	306,344	331,746	.0146
Tobacco, ...	10,909	4,590	15,499	.0007
Cotton, ...	77,407	105,029	182,436	.0080
Fruit and Vegetables, ...	109,233	269,185	378,418	.0166
Other Products of Agriculture, ...	26,459	19,718	46,172	.0020
Total, ...	391,907	1,709,016	2,100,923	.0924
Products of Animals:				
Live Stock, ...	12,582	41,370	53,952	.0024
Dressed Meats, ...	5,937	159,556	165,493	.0073
Other Packing-House Products, ...	7,010	17,250	24,260	.0011
Poultry, Game, and Fish, ...	88,480	1,812	40,292	.0018
Wool, ...	45,501	45,386	90,887	.0039
Hides and Leather, ...	62,980	65,455	128,385	.0056
Other Products of Animals, ...	93,155	22,643	115,798	.0051
Total, ...	265,595	353,472	619,067	.0272
Products of Mines:				
Anthracite Coal, ...	304,343	1,938,621	2,222,152	.0977
Bituminous Coal, ...	1,721,857	1,325,159	3,067,828	.1349
Coke, ...	44,146	89,189	133,335	.0059
Ores, ...	38,590	27,987	61,577	.0027
Stone, Sand, and other like Articles, ...	753,327	150,582	903,909	.0397
Other Products of Mines, ...	20,577	32,444	53,021	.0024
Total, ...	2,877,840	3,563,982	6,441,822	.2838
Products of Forests:				
Lumber, ...	261,376	876,974	1,138,350	.0501
Other Products of Forests, ...	99,650	50,993	150,643	.0066
Total, ...	361,026	927,967	1,288,993	.0567

Freight Traffic Movement.—*Concluded.*

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Whole tons.	Whole tons.	Per cent.
Manufactures:				
Petroleum and other Oils, ...	228,836	54,279	283,115	.0125
Sugar, ...	27,774	7,488	35,262	.0015
Naval Stores, ...	4,511	418	4,929	.0002
Iron, Pig and Bloom, ...	66,402	249,590	315,992	.0189
Iron and Steel Rails, ...	19,669	72,841	92,510	.0041
Other Castings and Machinery, ...	213,905	111,689	325,594	.0143
Bar and Sheet Metal, ...	306,815	397,281	704,096	.0309
Cement, Brick, and Lime, ...	577,310	503,622	1,080,932	.0476
Agricultural Implements, ...	598	11,139	11,737	.0005
Wagons, Carriages, Tools, etc., ...	11,385	6,049	17,434	.0008
Wines, Liquors, and Beers, ...	75,891	87,940	163,831	.0068
Household Goods and Furniture, ...	87,585	20,209	107,794	.0046
Other Manufactures, ...	1,003,686	664,044	1,667,730	.0733
Total, ...	2,574,367	2,166,534	4,740,901	.2085
Merchandise, ...	2,957,655	968,071	3,925,726	.1726
Miscellaneous—Other commodi- ties not mentioned above, ...	2,727,413	894,136	3,621,549	.1593
Total Tonnage, ...	12,155,803	10,588,178	22,743,981	100.00

Description of Equipment—Entire Line.

Item.	Number on June 30, 1909.	Number added during year.	Number re- tired during year.	Number on June 30, 1910.	No. fitted with train brake.	No. fitted with automatic coupler.
Locomotives—owned or leased:						
Passenger, ...	538	1	6	528	528	528
Freight, ...	453	.....	2	451	451	451
Switching, ...	199	.....	2	197	197	197
Electric, ...	48	1	.....	44	44	44
Total Locomotives in Service, .	1,228	2	10	1,220	1,220	1,220
Less Locomotives Leased, . . .	159	.....	5	154	154	154
Total Locomotives owned, . . .	1,069	2	5	1,066	1,066	1,066
Cars Owned or Leased:						
In Passenger Service—						
First class cars, ...	1,490	2	25	1,467	1,467	1,467
Combination cars, ...	294	.....	8	291	291	291
Dining cars, ...	19	.....	.....	19	19	19
Parlor cars, ...	163	.....	4	159	159	159
Sleeping cars, ...	49	.....	.....	49	49	49
Baggage, Express, and Postal cars,	322	5	4	323	323	323
Other cars in Passenger Service,*	100	114	.....	214	214	214
Total, ...	2,437	121	36	2,522	2,522	2,522
In Freight Service—						
Box cars, ...	21,120	2,419	511	23,028	23,028	23,028
Flat cars, ...	2,664	.....	119	2,565	2,565	2,565
Stock cars, ...	1	.....	.....	1	1	1
Coal cars, ...	9,878	1	257	9,622	9,622	9,622
Refrigerator cars, ...	501	.....	1	500	500	500
Total, ...	34,184	2,420	888	35,716	35,716	35,716
In Company's Service—						
Officers' and pay cars, ...	15	1	.....	16	16	16
Gravel cars, ...	305	.....	2	303	299	303
Derrick cars, ...	48	2	.....	50	57	50
Caboose cars, ...	335	20	15	340	336	340
Other road cars, ...	510	18	53	470	434	470
Total, ...	1,218	36	70	1,179	1,121	1,179
Total Cars in Service, ...	37,834	2,577	994	39,417	39,859	39,417
Less Cars Leased, ...	1,845	.....	208	1,137	.....	.....
Total Cars Owned, ...	36,489	2,577	786	38,280	.....	.....

* 97 Milk Cars previously shown in Freight Service under "Box Cars" are transferred to "Other Cars in Passenger Service."

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.

None.

Mileage — Entire Line.

a. Mileage of road operated (all tracks)

Lines in use.	LINE OWNED.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track.	233.72	805.53	950.11	7.07	44.37	2,040.80		.....	1,996.43
Miles of second track.	233.96	211.58	309.74	.....	29.41	783.69		.....	754.28
Miles of third track.	63.26	.11	33.72	.....	12.64	107.73	None.	.....	95.09
Miles of fourth track.	61.87	.11	31.65	.....	12.45	106.08		.....	93.63
Miles of fifth track.	.....	.....	8.90	.....	.....	8.90		.....	8.90
Miles of sixth track.	.....	.....	8.90	.....	.....	8.90		.....	8.90
Miles of yard, track and sidings,	265.10	436.44	681.54	.....	.....	1,403.08		219.41	1,183.67
Total mileage operated (all tracks),	875.91	1,453.77	2,023.56	7.07	98.87	4,459.18		219.41	4,140.90

b. Mileage of line operated by States and Territories (single track):

State or Territory.	LINE OWNED.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.					
Connecticut, ...	169.71	577.98	119.09	.....	.....	856.78	856.78
Massachusetts, ...	5.95	109.76	757.44	7.07	19.04	899.26	899.26
Rhode Island, ...	44.00	89.03	62.41	.....	.....	195.44	195.44
New York, ...	14.06	28.76	11.17	.....	25.33	79.32	53.99
Total mileage operated (single track), ...	233.72	805.53	950.11	7.07	44.37	2,040.80	1,996.43

c. Mileage of line owned by States and Territories (single track):

State or Territory.	LINE OWNED.		Total mileage owned.	Steel rails.
	Main line.	Branches and spurs.		
Connecticut, ...	169.71	577.98	747.69	747.69
Massachusetts, ...	5.95	109.76	115.71	115.71
Rhode Island, ...	44.00	89.03	133.03	133.03
New York, ...	14.06	*80.41	44.47	44.47
Total mileage owned (single track), ...	233.72	807.18	1,040.90	1,040.90

* Includes 1.65 miles of track Wicopes Jct., to Fishkill Landing. Owned by The N. Y., N. H. & H. R. R. Co., but operated by The Central New England Ry. Co.

Mileage — State of Connecticut.

a. Mileage of road operated (all tracks):

Line in use.	LINE OWNED.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track, ...	169.71	577.98	119.09	866.78	.....	866.78
Miles of second track, ...	169.74	123.37	.....	292.01	.....	292.01
Miles of third track, ...	47.91	.....	.....	47.91	.....	47.91
Miles of fourth track, ...	47.85	.....	.....	47.85	.....	47.85
Miles of yard track and sidings, ...	219.65	291.69	55.09	566.43	54.78	511.70
Total mileage operated (all tracks), ...	654.86	991.94	174.18	1,890.98	54.78	1,766.25

b. Mileage of line operated by States and Territories (single track):

See page 304.

c. Mileage of line owned by States and Territories (single track):

See page 304.

Renewals of Rails and Ties — Entire Line.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel:	59.273	141	50.00
"	13,189.550	100	81.25
"	6,675.780	90	25.80
"	8.280	86	74.23
"	529.060	80	30.15
"	.710	79	30.25
"	415.880	78	27.75
"	5.700	74	30.25
"	22.880	70	19.00
"	385.180	68	27.50
Total, steel, ...	21,292.243	....	29.28

Renewals of Rails and Ties.—Continued.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
No. 1 Oak, ...	867,455	55
“ “ 7x9, ...	34,980	80
“ Chestnut, ...	736,014	55
“ “ 7x9, ...	69,964	80
No. 2 Oak, ...	99,800	35
“ Chestnut, ...	198,896	85
Cresoted Southern Pine, ...	80,875	185
Total, ...	1,586,984	57

Renewals of Rails and Ties—State of Connecticut.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel, ...	7,023.14	100	31.25
“	2,168.67	90	25.30
“	91.90	80	30.15
“	.35	79	30.25
“	140.08	78	27.75
“	5.04	74	30.25
Total, steel, ...	9,429.18	....	.....

Renewals of Rails and Ties—State of Connecticut—*Continued.*

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point. Cents.
Crescoted Southern Pine, 7x8, ...	56,048	185
No. 1 Oak, 6x8 and 7x7, ...	188,846	55
“ Chestnut, 6x8 and 7x7, ...	278,108	55
“ Oak, 7x9, ...	83,078	80
“ Chestnut, 7x9, ...	66,255	80
No. 2 Oak, ...	46,189	35
“ Chestnut, ...	92,416	35
Total, ...	710,890	....

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous and coke.			
Revenue Service:					
Freight, . . . .	.....	810,237.941	810,237.941	7,586,391	213.35
Passenger, . . . .	.....	632,067.1190	632,067.1190	15,506,963	81.53
Mixed, . . . .	.....	3,550.380	3,550.380	194,394	88.00
Special, . . . .	.....	355.36	355.36	46,441	36.93
Switching, ...	23,880.1297	205,708.1174	234,554.571	5,107,835	91.84
Nonrevenue Service, ...	11,896.1483	53,624.236	64,590.1769	1,186,915	108.73
Total, ...	40,747. ⁸⁸⁰ / ₂₀₀₀	1,710,086. ⁷ / ₂₀₀₀	1,750,785. ⁶⁸⁷ / ₂₀₀₀	22,637,668	118.15
Average cost at distributing point, ...	\$3.795	Bit. \$2.9041 Coke 3.8125	\$2.9837	.....	.....

Accidents to Persons—State of Connecticut.

a. Accidents resulting from the movement of trains, locomotives or cars:

RAILWAY EMPLOYEES.

Kind of accident.	TRAIN-MEN.		SWITCH TENDERS, CROSSING TENDERS, AND WATCHMEN.		STATION-MEN.		SHOP-MEN.		TRACK-MEN.		TELEGRAPH EMPLOYEES.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling.	1	13	...	...	...	...	1	...	...	...	...	...	...	...	1	13
Collisions.	...	16	...	...	...	...	...	...	2	...	...	...	...	...	...	21
Derailments.	...	5	...	...	...	...	...	...	...	...	...	...	1	...	...	6
Parting of Trains.	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Locomotives, or Cars breaking down.	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	6
Falling from Trains, Locomotives, or Cars.	1	27	...	...	...	...	...	...	...	...	...	...	1	1	...	28
Jumping on or off Trains, Locomotives, or Cars.	1	16	...	...	...	...	...	...	1	...	...	...	2	1	...	19
Struck by Trains, Locomotives, or Cars.	7	9	1	...	1	...	...	...	4	1	...	...	1	2	14	13
Overh'd Obstructions.	...	6	...	...	...	...	...	...	1	...	...	...	...	...	1	6
Other Causes.	1	42	...	...	...	...	...	...	...	...	...	...	1	1	2	43
Total.	11	141	1	...	1	...	1	...	5	4	...	...	2	10	20	186
Average Number Employed during year.	6,858		1,780		5,005		4,664		5,074		296		7,669		32,026	

Accidents to Persons—State of Connecticut.—*Continued.*

Kind of accident.	PASSENGERS.		POSTAL CLERKS, EXPRESS MESSENGERS, FULLMAN EMPLOYEES, ETC.		OTHER PERSONS.					
					THREE-PASSING.		NOT THREE-PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions, ...	23	4	...	...	...	...	1	...	1	...
Derailments, ...	2	...	...	...	...	...	...	...	...	...
Falling from Trains, Locomotives, or Cars, ...	1	1	...	1	...	1	...	...	...	1
Jumping on or off Trains, Locomotives, or Cars, ...	12	...	...	...	5	16	...	...	5	16
Struck by Trains, Locomotives, or Cars—	...	...	...	...	...	...	...	...	...	...
At Highway Crossings, ...	...	...	...	...	1	1	9	18	10	14
At Stations, ...	...	...	...	...	4	2	1	...	5	2
At other points along track, ...	...	...	...	...	70	27	...	...	70	27
Other Causes, ...	8	2	4	2	...	...	...	...	4	2
Total, ...	45	7	84	49	10	14	94	68		

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives or cars.

RAILWAY EMPLOYEES.

Kind of accident.	SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling Traffic, ...	..	..	..	..	..	8	..	8
Handling Tools, Machinery, etc., ...	1	24	..	8	..	2	1	29
Handling Supplies, etc., ...	..	..	..	10	..	..	..	10
Getting on or off Locomotives or Cars at rest, ...	..	..	..	1	..	4	..	5
Other Causes, ...	1	32	..	8	..	24	1	65
Total, ...	2	56	..	23	..	38	2	118

Accidents to Persons—State of Connecticut.—*Continued.*RAILWAY EMPLOYEES—*Continued.*

Kind of accident.	PASSENGERS.		OTHER PERSONS.	
	Killed.	Injured.	Killed.	Injured.
Handling Traffic, ...	..	..	..	1
Getting on or off Locomotives or Cars at rest, ...	..	1	1	..
Other Causes, ...	..	1	2	..
Total, ...	..	2	3	1

Summary.	TOTAL.	
	Killed.	Injured.
TABLE 6:		
Railway Employees, ...	20	156
Passengers, . . . . .	....	45
Postal Clerks, etc., . . . . .	....	7
Other Persons, ...	94	68
TABLE 6:		
Railway Employees, ...	2	118
Passengers, . . . . .	....	2
Other Persons, ...	3	1
Grand Total, ...	119	392

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From —	To —	Miles.	No. of curves.	Aggregate length of straight line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	Sum of descents. Feet.	Descending grades. Miles.
Shore Line Div.:											
Woodlawn Jct., N. Y.,	Stamford, Conn.	22.81	80	7.34	15.47	2.98	18	212.38	9.72	250.14	10.16
Harlem River, N. Y.,	New Rochelle Jct., N. Y.	11.17	18	8.45	7.72	2.69	8	150.58	5.44	90.71	6.03
Stamford, Conn.,	New Canaan, Conn.	7.92	18	3.45	4.47	.62	3	269.55	6.68	6.12	.84
Stamford, Conn.,	New Haven, Conn.	37.12	89	12.86	24.46	3.49	24	805.00	17.45	386.00	16.18
Bridgeport, Conn.,	West Div. Term., Conn.	1.71	5	.64	1.07	.20	2	34.00	1.20	11.00	.81
Naugatuck Jct., Conn.,	" " "	.18	1	.18	.....	.....	1	2.00	.18	.....	.....
Danbury Yd. Limit, Conn.,	So. Norwalk, Conn.	22.99	61	8.81	14.18	4.29	8	160.00	8.10	510.00	15.60
South Norwalk, Conn.,	Wilson's Point, Conn.	2.44	10	1.39	1.05	.24	2	18.00	.70	82.00	1.50
Branchville, Conn.,	Ridgefield, Conn.	4.16	18	2.02	2.14	.54	1	392.00	8.63	.....	.....
New Haven Term. W. E.,	New Haven Term. E. E.	3.36	10	1.43	1.83	.73	1	29.00	1.77	16.00	.76
Cedar Hill Yd. Switch.,	Cedar Hill Yd. Limit.	.48	...	...	.48	.....	...	.....	.....	17.00	.43
Cedar Hill Jct.,	" " "	.56	1	.31	.85	.....	1	11.00	.84	7.00	.22
New Haven Pass. Sta.,	West Div. Term. (A).	1.74	5	.58	1.16	.....	1	15.00	1.74	.....	.....
New Haven Silver St.,	Point Switch on (A).	1.21	2	.76	.45	.....	1	10.00	1.21	.....	.....
New Haven Term.,	Midway Yd. Limit.	51.15	59	18.29	32.86	11.13	26	453.00	19.44	442.00	20.58
Groton, Conn.,	Midland Div. Limit.	.64	2	.49	.15	.....	.....	.....	.....	14.00	.64
New Haven Term.,	Springfield, Mass.	55.96	39	19.28	36.68	11.36	30	440.00	25.70	292.00	18.90
Middletown, Conn.,	Berlin, Conn.	9.70	13	4.10	5.60	3.54	8	47.00	3.04	88.00	4.13
Windsor Locks,	Suffield, Conn.	4.27	5	.93	3.84	.60	5	99.00	2.75	17.00	.93
Hartford (Mid. Div. Limit),	Fenwick, Conn.	44.46	91	14.57	29.89	18.61	26	306.00	12.11	335.00	18.74
Meriden Branch,	Meriden, Conn.	1.23	6	.60	.63	.45	1	15.00	.80	26.00	.48
Meriden, Conn.,	Westfield, Conn.	7.56	15	3.64	3.92	0.78	2	232.00	8.93	111.00	2.85
Middland Div.	Middletown, Conn.	.66	1	.27	.39	.....	.....	.....	.....	15.00	.40
Berlin Branch,	Berlin, Conn.	.39	1	.21	.18	.....	.....	.....	.....	4.00	.26
New Haven Term.,	Shelburne Jct., Conn.	94.12	159	24.15	69.96	29.96	57	1,080.00	37.74	802.00	26.42
Farmington, Conn.,	New Hartford, Conn.	15.19	46	8.41	6.78	8.00	13	253.00	9.73	67.00	2.46

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.					
From —	To —	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	ASCENDING GRADES.		DESCENDING GRADES.		Aggregate length of ascending and descending grades. Miles.
							No.	Sum of ascent. Feet.	No.	Sum of descent. Feet.	
Shore Line Div.:—Cont. Westfield, Mass., Northampton, Mass., So. Deerfield, Mass.,		10.59	15	2.05	8.54	3.41	5	190.00	2	225.00	8.55
		7.70	25	8.89	4.31	.56	8	868.00	7	116.00	2.73
		9.99	16	2.14	7.85	4.46	8	81.00	5	116.00	2.73
	Total.	431.81	711	145.45	285.86	103.85	261	5,052.46	220	3,224.97	146.96
Western Div.: Danbury Yd. Limit, Berkshire Jct., Meriden. W. Main St., Naugatuck Jct. Yd. Limit, Waterbury, Watertown, New Haven Yd. Limit, Bridgeport Yd. Limit, Van Deusenville, Hawleyville, Hartford Yd. Limit, Berlin, Conn.,		.78	3	.66	.07	.....	.....	.....	.....	.....	.....
	Danbury Stn.	3.25	6	.77	3.48	.....	.....	.....	.....	.....	.....
	Brookfield Jct.	15.40	57	7.29	8.11	.44	27	491	26	810	6.59
	Waterbury (Dublin St.)	55.81	224	27.57	28.24	7.51	58	923	42	394	11.46
	Winsted.	4.82	9	2.59	2.26	.48	5	219	4	18	.55
	Watertown.	117.8	306	55.13	62.19	23.88	81	1,799	58	806	38.59
	Pittsfield, Mass.	12.95	49	7.57	6.88	.....	.....	.....	.....	.....	.....
	Botsford.	9.54	25	5.12	4.42	.....	.....	.....	.....	.....	.....
	State Line.	82.24	185	14.49	17.79	5.606	11	919	20	584	6.09
	Litchfield.	97.00	188	89.87	57.13	13.88	22	1,866.68	18	1,678.68	41.88
	Hopewell Jct., N. Y.	2.11	4	.48	1.68	.....	1	115	.....	.....	.....
	New Britain, Conn.	351.21	1,001	161.49	189.72	51.646	205	6,831.68	155	3,367.78	105.16
	Total.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prov. Div.: Boston Switch, Providence, " " Valley Falls,		29.29	11	3.85	25.94	5.32	10	227.3	9	251.0	9.78
	Midway.	59.11	43	13.66	45.45	6.47	47	402	25	54	27.10
	Worcester.	43.40	91	17.09	28.31	9.96	21	519	5	67	4.96
	Franklin.	13.59	29	4.07	9.52	2.59	7	88	2	90	8.10

Characteristics of Road. — Continued.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.				
From—	To—	Miles.	No. of curves.	Aggregate length of curved line, Miles.	Length of straight line, Miles.	Length of level line, Miles.	Sum of ascents, Feet.	Aggregate length of grades, Miles.	Sum of descents, Feet.	Sum of ascents and descents, Feet.
Prov. Div. :—Cont.										
Adamsdale Jct.,	Norwood Jct.	21.50	29	8.75	12.75	2.86	9 876	8.87	10 377	10.27
Valley Falls,	E Providence.	7.00	15	2.45	4.55	1.16	5 49.6	2.21	8 117.8	4.68
East Jct.,	India Point.	8.35	7	.95	7.10	1.95	2 5.0	.21	5 99	5.89
Providence.	East Providence,	1.88	8	.44	1.44	1.16	2 9.5	.72	2 12.4	1.00
Attleboro.	Attleboro Jct.	8.60	7	1.00	7.60	1.92	10 121	8.82	9 78	2.86
Warren, R. I.,	Bristol, R. I.	14.02	19	4.74	9.28	3.87	8 95	5.59	9 98	4.56
India Point, Prov.,	Fall River.	7.95	16	2.45	5.50	5.53	6 108	8.94	6 126	8.48
Providence,	Douglas Jct.	27.78	74	13.81	14.42	6.04	23 689	18.01	11 128	8.68
Woonsocket,	Hope.	10.86	84	4.57	6.78	.62	41 279	6.18	26 142	8.56
Conn. B. & P. and P. & W	Needham Jct.	24.77	25	5.99	18.78	6.30	10 333.6	8.51	10 335.2	9.96
P. W. & B.,	Harrisville.	9.45	19	3.83	5.62	.21	8 247	6.21	10 98	3.08
Franklin.	E. Providence.	.30	1	.30					1 11.0	.30
Providence,	Ashland.	19.78	53	8.25	11.53	4.89	14 338	7.04	14 437	7.85
Auburn.	Div. Line, Dike St.	1.35	4	.70	.65	1.11	3 17	1.01	1 .5	.23
Branch of P. W. & B. R. R.,	Henderson St.	3.68	2	.85	2.78	1.97	.....	.....	3 41	1.61
Worcester,	in Providence	.42	.....	.....	.42	12	1 8	.17	1 7	.13
Wickford Jct.	Div. Limit, Nor Br.	2.18	4	.55	1.63	.52	1 9	.45	2 15.7	1.21
	Wickford Landing.	3.42	12	1.49	1.93	1.23	1 1.5	.09	8 82	2.10
	Total.	317.73	498	98.79	218.94	57.30	229 3,912.50	144.19	218 3,188.8	116.24
Midland Div. :										
Readville, Mass.,	Hartford Yd. Limits.	107.68	143	36.94	70.72	11.90	351,770.0	48.08	29 1,821	47.78
Hartford, Conn., South,	Avon St Yd. Limits.	1.74	8	.74	1.00	1.27	1 3	.19	1 3	.28
" "	Fishery St. Yd. Limits.	8.75	6	2.33	1.43	.61	2 8	.45	2 42	2.69

Characteristics of Road—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	No.	Sum of ascents. Feet.	Aggregate length of ascending grades. Miles.	Sum of descents. Feet.	Aggregate length of descending grades. Miles.
Midland Div. :—Cont.											
East Hartford,	Springfield.	28.31	28	5.04	28.27	5.81	15	805	8.21	15	327
Melrose,	West St., Rockville.	7.22	13	2.01	5.21	2.73	8	203	8.88	8	45
Vernon,	Rockville.	4.60	10	1.49	3.11	.08	1	163	2.83	1	74
Worcester Yd. Limit,	Groton, Conn.	68.09	114	23.61	45.48	15.05	17	193	18.84	27	684
East Thompson,	Southbridge.	17.36	39	7.74	9.62	3.89	11	220	8.21	8	207
Turnerville,	Colchester.	3.59	8	1.03	2.67	.74	4	44	.95	5	85
Cedar Hill, Conn.,	Air Line Jct.	50.18	87	19.79	30.89	4.78	18	113	26.21	18	939
Dike St., Providence,	Willmantlc.	56.41	54	25.89	31.02	9.60	4	714	23.69	7	514
	Total.	318.91	510	125.09	233.82	55.46	111	3,739	135.99	116	4,691
Boston Div. :											
Bost-n. Mass.,	Readville Tfr.	10.10	11	2.60	7.50	.90	5	87.2	5.83	6	50.8
Forest Hills,	Dedham.	6.87	12	2.18	3.19	1.11	2	100	2.70	1	49
Readville,	"	2.47	6	.98	1.54	.19	1	41	2.05	1	4
Cook St.,	Needham Jct.	3.90	5	.97	2.98	.98	8	87.76	1.64	4	49.86
West Roxbury,	"	4.53	4	.87	3.66	1.07	8	74	2.50	2	40
Boston, Mass.,	Readville Yd. Limits.	9.52	16	8.18	6.84	2.67	7	154	4	8	70
Dedham Jct.,	Dedham.	1.53	4	.76	.77	.87	1	7	.40	1	5
Islington Jct.,	"	3.00	2	.45	1.55	.29	2	23	.87	2	23
Boston Frt. Branch,	"	1.04	2	.85	.69	.51	1	9	.19	1	12
Boston.	So. Braintree.	11.44	17	3.13	8.31	3.80	10	94.55	5.60	8	85.97
South Braintree,	O. C Div. Yd. Limits.	.42	1	.42	.....	.....	1	6	.27	1	3.07
Neponset.	Mattapan.	3.80	11	.87	2.48	1.13	4	41	1.62	3	15
Harrison Square,	Milton Jct.	2.89	8	1.03	1.31	.....	1	51	1.00	1	54
Atlantic.	Braintree.	5.41	12	2.00	3.41	.83	6	181	3.08	5	86

Characteristics of Road—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.				PROFILE.					
From—	To—	Miles.	No. of curves.	Aggregate length of curved line. Miles.	Length of straight line. Miles.	Length of level line. Miles.	Sum of No. ascending grades.	Sum of Feet ascending grades.	Aggregate length of ascending grades. Miles.	Sum of descents. Feet.	Sum of descents. Feet.	Miles.
Boston Division:—Cont.												
Braintree,	Cohasset.	12.11	21	4.00	8.11	1.27	11	114.95	4.07	12	170.41	6.77
Nantasket Jct.,	Pemberton.	6.95	26	3.05	3.90	4.42	5	10.00	.83	6	88.00	1.70
Southampton St.,	South Bay Jct.	.43	1	.07	.36	.05	1	1.88	.08	1	3.58	.80
Mid. Div. Connections,	Readville.	1.40	5	.35	1.05	.....	2	52.00	1.40	.....	.....	.....
Total.		84.31	164	27.26	57.08	19.08	66	1,084.34	87.63	63	680.19	27.60
Old Colony Division:												
South Braintree,	Newport.	56.16	58	14.65	41.51	9.62	47	510.00	21.65	49	599.00	24.89
Cohasset,	Kingston.	20.20	40	5.29	14.91	2.22	22	365.00	8.78	22	358.00	9.25
South Braintree,	Plymouth.	25.62	17	4.15	21.47	6.92	18	160.00	7.60	23	235.00	11.10
Mayflower Park,	Somerset Jct.	36.81	29	9.02	27.29	4.11	24	350.00	13.67	25	426.00	18.53
Whitman,	Bridgewater Iron Wks.	6.12	6	.58	5.54	.64	6	69.00	2.62	6	83.00	2.86
Elmwood,	Westdale.	.75	1	.64	.11	.44	1	10.00	.81	0	.....	.....
North Abington,	Hanover.	7.80	17	2.78	5.02	1.53	9	128.00	2.41	11	192.00	4.66
Matfield,	Easton.	7.56	9	3.06	4.50	1.53	8	103.00	3.69	7	87.00	2.34
Plymouth,	Middleboro.	15.03	19	8.59	11.44	1.78	9	288.00	6.68	10	233.00	6.62
Extension P. & M.	Middleboro.	.42	.....	.....	.42	.....	1	18.00	.42	.....	.....	.....
Middleboro,	Provincetown.	85.66	85	26.03	59.63	17.32	67	1,110.00	38.02	70	1,198.00	35.82
Yarmouth,	Hyannis.	5.05	6	1.87	3.68	.45	4	36.00	1.65	6	75.00	2.95
Buzzards Bay,	Woods Hole.	17.54	15	6.14	11.40	1.19	15	247.00	7.53	15	249.00	8.82
Tremont,	Fairhaven.	15.17	8	2.60	12.57	2.94	7	159.00	6.08	6	218.00	6.20
Harwich,	Chatham.	7.07	15	1.98	5.09	.59	11	139.00	3.63	8	119.00	2.86
Raynham,	Whitenton.	3.88	6	1.58	1.80	.60	3	81.00	1.35	3	43.00	1.43
New Bedford,	Fitchburgh.	91.35	134	26.87	64.88	18.86	45	1,190.00	44.99	39	701.00	27.40
Middleboro,	Mid. and Taunton Jct.	8.04	4	1.16	6.88	.43	4	79.00	2.63	6	180.00	4.99

Characteristics of Road—Entire Line—Concluded.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	MINIMUM LENGTH.	MAXIMUM LENGTH.
		Feet.	Feet.	Feet.
Bridges:				
Stone, ...	297	8,778	7	580
Iron, ...	1,183	90,408	10	1,543
Wooden, ...	294	10,961	10	552
Total, ...	1,724	110,083		
Trestles, ...	195	44,647	18.6	3,207
Tunnels, ...	6	7,835	176	5,078

OVERHEAD, HIGHWAY, AND OTHER CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges, ...	660	14	4
Conduits, ...	7	14	8
Trestles, ...	49	14	4
Total, ...	716		
Overhead Railway Crossings:			
Bridges, ...	6	14	*
Conduits, ...	1	15	
Total, ...	7		
Tunnels, ...		14	8

* This includes only those "Overhead Railway Crossings" which form a part of the roadbed of foreign companies.

Characteristics of Road—State of Connecticut—*Concluded.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
		Feet.	Feet.	Feet.
Bridges:				
Stone, ...	117	3,210.40	10	335
Iron, ...	545	50,251.66	10	1,548
Wooden, ...	151	4,767.50	10	384
Total, ...	813	58,229.56		
Trestles:	100	25,155.45	15	2,300
Tunnels:	5	2,257	176	1,200

OVERHEAD, HIGHWAY, AND OTHER CROSSINGS.

Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges, ...	268	14	4
Conduits, ...	8	14	8
Trestles, ...	10	14	4
Total, ...	281		
Overhead Railway Crossings:			
Conduits, ...	1	15	
Total, ...	1		
Tunnels, ...		14	8

Gauge of track, 4 feet 8½ inches; 1,996.43 miles.

Telegraph.**A. OWNED BY COMPANY MAKING THIS REPORT.**

None.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
2,257.03	23,352.08	Western Union Telegraph Company.	Western Union Telegraph Company.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

We, the undersigned, H. M. Kochersperger, Vice-President, and J. M. Tomlinson, General Auditor, of The New York, New Haven and Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

H. M. KOCHERSPERGER,
Vice-President.

J. M. TOMLINSON,
General Auditor.

Subscribed and sworn to before me this 8th day of October, 1910.

ARTHUR W. BOWMAN,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Exact name of common carrier making this report: Norwich and Worcester Railroad Company.

Date of organization: June 22, 1836.

Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof: Massachusetts and Connecticut.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

What carrier operates the road of this company? The New York, New Haven and Hartford Railroad Company.

Directors.

Name.	Post-office address.	Date of expiration of term.
EDWARD L. DAVIS,	Worcester, Mass.	January 11, 1911.
THOMAS B. EATON,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
ALFRED D. FOSTER,	Milton, Mass.	" "

Principal Officers.

Title.	Name.	Official address.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	MASSENA M. WHITTEMORE,	" "
Treasurer,	MASSENA M. WHITTEMORE,	" "

Officer to whom correspondence concerning this report should be addressed: M. M. Whittemore, Treasurer, Worcester, Mass.

Transportation Corporations Controlled by Respondent.

ACTIVE CORPORATIONS:

None.

INACTIVE CORPORATIONS:

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: January 12, 1910.

Date of last closing of stock books before end of year for which this report is made: June 18, 1910.

Total number of stockholders of record at that date: 998.

Has each share of stock one vote: Yes.

Has any issue of securities contingent voting rights: No.

Has any issue of securities special privileges in the election of directors:
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? None.

Road Leased or Otherwise Assigned for Operation.

Name of every Railway Company the Income of which, from Lease or from other Assignment for Operation, is included in this Report.

Name.	TERMINI.		Miles of line (single track)	Name of lessee.
	From—	To—		
Norwich & Worcester,	Groton, Conn.	Worcester Mass.	70.91	The N. Y., N. H. & H. R.

Outside Operations and Other Properties.

Designation.	State or Territory.	Book Value.
Surplus Real Estate:	Massachusetts:	
Land in Webster, . . .	Webster, ...	\$2,800.00
Land in Oxford, . . .	Oxford, ...	807.08
Total, ...		\$3,107.08

Road Assigned to Another Carrier Through Lease or Other Agreement.

Name of operating company.	Miles of line.	LEASE OR AGREEMENT.			
		Date.	TERM.		Concise summary of provisions.
			From—	To—	
The N. Y., N. H. & H. R. R. Co., . . .	70.91	Feb. 9, 1869.	Feb. 9, 1869.	Feb. 1, 1969.	8% on Preferred Capital Stock, interest on bonds or debentures, taxes and all other expenses. Leased to Boston, Hartford & Erie R. R. Co., assumed by the New England R. R. Co., and then by the New York, New Haven & Hartford Railroad Company July 1, 1898.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	DIVIDENDS DECLARED DURING YEAR.	
						Rate.	Amount.
Capital Stock :							
Common, . . .	66	\$100.00	\$6,600	\$6,600	\$6,600	.....	.....
Preferred, . . .	38,850	100.00	3,885,000	3,000,000	3,000,000	8%	\$240,000
Total, . . .	38,916	.....	\$3,891,600	\$3,006,600	\$3,006,600		\$240,000

Purpose of the issue.	Total number shares outstanding.	Total cash realized.	Remarks.
Issued for Cash :			
Common, . . .	66	\$6,600.00	*No dividends declared on this.
Issued for Construction of Properties :			
Preferred, . . .	28,711	3,169,892.00	
Issued for Purchase of Railway or Other Property :			
Nor. & New York Transport'n Co.,	1,289	235,575.00	
Total, . . .	80,066	\$3,402,067.00	

* To be converted into preferred stock whenever presented.

Funded Debt.

Designation of bond or obligation.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.			
	Date of Issue.	Date of maturity.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Debentures,	1897 Mar. 1	1937 Mar. 1	\$2,000,000	\$1,900,000	\$1,900,000	4%	Sept. 1 Mar. 1	\$48,000.00	\$48,000.00
Total, . . .	. . .	. . .	\$2,000,000	\$1,900,000	\$1,900,000	. . .		\$48,000.00	\$48,000.00

A. GENERAL STATEMENT.

None.

B. STATEMENT OF AMOUNT.

None.

Recapitulation of Funded Debt.

Kind of bond or obligation.	Total par value outstanding.	Total par value not held by respondent.	INTEREST.	
			Amount accrued during year, charged to income.	Amount paid during year.
Debentures, ...	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00

Purpose of the issue.	Total par value outstanding.	Total cash realized.
Issued for additions and betterments, ...	\$920,000.00	\$979,621.00
Issued for acquisition of securities, ...	280,000.00	297,382.00
Total, ...	\$1,200,000.00	\$1,276,953.00

Recapitulation of Capitalization.

Account.	Total par value outstanding.	ASSIGNMENT.		AMOUNT PER MILE OF LINE.	
		To railways.	To other prop- erties.	Miles.	Amount.
Capital stock,	\$8,006,600.00	\$2,877,700.00	\$128,900.00	70.91	\$40,582.00
Funded debt,	1,200,000.00	920,000.00	280,000.00	70.91	12,974.00
Total, ...	\$4,206,600.00	\$3,797,700.00	\$408,900.00		\$58,556.00

Road and Equipment — Investment Since June 30, 1907.

	Expenditures for additions and better- ments during the year.	Total expenditures July 1, 1907, to June 30, 1909.	Total expenditures July 1, 1907, to June 30, 1910.
ROAD:			
Real estate, ...	\$96,106.50		
Total, ...	\$96,106.50	\$3,983,816.51	\$3,887,710.01
RECAPITULATION:			
Road, ...		\$3,983,816.51	\$3,887,710.01
Equipment, ...		630,620.32	630,620.32
Total — entire line, ...		\$4,614,436.83	\$4,518,330.33

Summary of Road and Equipment.

	Amount entire line.
INVESTMENT TO JUNE 30, 1907:	
Road, ...	\$3,983,816.51
Equipment, ...	*630,620.32
Total, ...	\$4,614,436.83
Deduct land sold, ...	96,106.50
Net total, ...	\$4,518,330.33
Cost per mile of line, ...	63,710.22

* Equipment leased to The New York, New Haven and Hartford Railroad Company and so shown on page 326 "General Balance Sheet."

Income Account.

Gross income from lease of road, ...	\$290,501.16
Salaries and maintenance of organization, \$3,101.00	
	<u>3,101.00</u>
Net income from lease of road, ...	\$287,400.16
OTHER INCOME:	
Interest on other securities, loans, and accounts, ...	\$959.29
Total other income, ...	<u>959.29</u>
Gross corporate income, ...	\$288,359.45
DEDUCTIONS FROM GROSS CORPORATE INCOME:	
Interest accrued on funded debt, ...	\$48,000.00
Total deductions from gross corporate income, ...	<u>48,000.00</u>
Net corporate income, ...	\$240,359.45

DISPOSITION OF NET CORPORATE INCOME:

Dividends declared:

On preferred stock, 8 per cent. payable in quarterly payments, ...	240,000.00
Balance for year carried forward to credit of profit and loss, ...	\$359.45

Profit and Loss Account.

DEBIT.	CREDIT.
Balance credit, June 30, 1910, carried to balance sheet, \$1,112,039.29	Balance June 30, 1909, \$1,111,679.84 Balance for year brought forward from income account, ... 359.45
Total, . . . \$1,112,039.29	Total, . . \$1,112,039.29

Securities Owned — Stocks.

	Par value of securities owned.	Cost or book value.
Other than Railway Companies — Active:		
The New England Navigation Company, deb.,	\$675,000.00	\$675,000.00

* The interest is paid to N. Y., N. H. & H. R. R. Co.

Advances to Proprietary, Affiliated, and Controlled Companies.

	Amount.
Advances for Construction, Equipment, and Betterments:	
N. Y., N. H. & H. R. R. Co., ...	\$96,106.50
Total, ...	\$96,106.50

Miscellaneous Income.

	Net, miscellaneous income.
Interest on deposits, ...	\$959.29
Total, ...	\$959.29

Taxes and Assessments.**A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.**

Lessee assumes this.

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

No. 2: Spur track at Norwich carried into sidings, .63 miles also correction of mileage in Massachusetts reducing it .08 miles and adding to Connecticut .02 miles.

No. 3: Real estate in Worcester, Mass., sold and the proceeds, \$96,106.50, turned over to the lessee and placed to improvement fund, entitled "New York, New Haven and Hartford R. R. Co. Improvement Fund."

This money can be expended only on the property of this company and by the sanction of its Board of Directors.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
		Investment to June 30, 1907.			
\$3,983,816.51		Road—page 323,	\$3,987,710.01		Cr. \$38,106.50
630,630.32		Equipment—page 323,			
		Leased to N. Y., N. H. &	630,630.32		
		H. R. R.,			
	\$4,614,436.83	Total,		\$4,518,330.33	
		III. Other Investments—			
		Advances to proprietary,			
		affiliated, and controlled			
		companies for construction,			
		equipment, and better-			
		ments—page 325,		\$38,106.50	\$38,106.50
\$3,107.08		Miscellaneous Investments—			
		Physical Property—			
		page 331,		3,107.08	
	\$4,617,543.91	Total,		\$4,617,543.91	
		Working Assets:			
	\$39,433.93	Cash,		\$39,780.38	\$347.45
		Marketable securities—			
675,000.00		Funded debt—page 325,		675,000.00	
16,000.00		Miscellaneous accounts			
		receivable,		16,000.00	
	\$780,433.93	Total,		\$780,780.38	
		Deferred Debit Items:			
	\$180.00	Special deposits,		\$180.00	
	\$180.00	Total,		\$180.00	
	\$5,398,156.84	Grand Total,		\$5,398,504.39	\$347.45

Comparative General Balance Sheet.—Continued.

JUNE 30, 1908.		LIABILITIES.	JUNE 30, 1910.		Increase or decrease.
Item.	Amount.		Item.	Amount.	
		Stock:			
	\$6,600.00	Capital stock—page 323—			
		Common stock not held			
		by company, . .	\$6,600.00		
	3,000,000.00	Preferred stock not held			
		by company, . .	3,000,000.00		
	\$3,006,600.00	Total, ...		\$3,006,600.00	
		Mortgage, Bonded, and Se-			
		cured Debt:			
	\$1,200,000.00	Funded debt—page 323—			
		Debentures not held by			
		company, ...		\$1,200,000.00	
	\$1,200,000.00	Total, ...		\$1,200,000.00	
		Working Liabilities:			
	\$180.00	Miscellaneous accounts			
		Payable, ...	\$180.00		
	68,687.00	Matured interest, dividends,			
		and rents unpaid, ...	68,685.00		Cr. \$12.00
	\$68,877.00	Total, ...		\$68,865.00	
		Accrued Liabilities Not Due:			
	\$16,000.00	Unmatured interest, divid-			
		ends, and rents payable, ...		\$16,000.00	
	\$16,000.00	Total, ...		\$16,000.00	
		Profit and Loss:			
	\$1,111,679.84	Balance—page 324, ...		\$1,112,032.29	\$359.45
	\$5,398,156.84	Grand Total, ...		\$5,398,504.29	\$347.45

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF WORCESTER. } ss.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer of Norwich and Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

A. G. BULLOCK,

President.

M. M. WHITEMORE,

Treasurer.

Subscribed and sworn to before me this 30th day of September, 1910.

D. W. CARTER,

Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Exact name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May session, 1866.

Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof: State of Connecticut.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: None.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: None.

What carrier operates the road of this company? Class 5.

Directors.

Name.	Post-office address.	Date of expiration of term.
HARRY G. CHENEY,	South Manchester, Conn.,	Until successor is appointed.
R. O. CHENEY,	" "	" " "
FRANK CHENEY, JR.,	" "	" " "
JAS. W. CHENEY,	" "	" " "

Principal Officers.

Title.	Name.	Official address.
President,	HARRY G. CHENEY,	South Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHAS. H. CHENEY,	" "
Atty. or Gen. Counsel,	OLIN R. WOOD,	Manchester, Conn.
General Manager,	RICHARD O. CHENEY,	South Manchester, Conn.
General Freight Agent,	A. L. GEER,	" "

Officer to whom correspondence concerning this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Transportation Corporations Controlled by Respondent.

None.

Facts Pertaining to Control of Respondent.

Date of last meeting of stockholders for election of directors: Dec. 31, 1909.

Total number of stockholders of record at that date: 6.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors.
No.

Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1910? No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1910? No.

Road Operated — Entire Line.

NAME OF EVERY RAILWAY COMPANY THE OPERATIONS OF WHICH ARE INCLUDED IN THIS REPORT.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co., ...	South Manchester, Ct.	Manchester, Ct.	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Road Operated — State of Connecticut.

Name.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
South Manchester R. R. Co., ...	South Manchester, Ct.	Manchester, Ct.	2.25	2.25

(1) Road Jointly Owned or (2) Road Jointly Leased.

None.

Tracks Operated.

LIST OF TRACKS THE OPERATIONS OF WHICH ARE INCLUDED IN THIS REPORT.

Name of owner.	Location.	Character of business.	MILES OF TRACK.		
			Main track.	Yard tracks and sidings.	Total.
So. Manchester R. R.,	So. Manchester, Ct.,	Common carrier,	2.25	3.45	5.70

TRACKS OPERATED AT COST FOR JOINT BENEFIT — INCLUDED ABOVE.

None.

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual? If so, give the name and address of corporation, firm, or individual: Cheney Brothers, South Manchester, Conn.

Mileage of Line Owned — By States and Territories.

State or Territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main track.	Yard tracks and sidings.		Iron.	Steel.
Connecticut, . . .	2.25	3.45	5.70	1.08	4.62

Road Leased or Otherwise Assigned for Operation.

NAME OF EVERY RAILWAY COMPANY THE INCOME OF WHICH, FROM LEASE OF FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.

None.

Mileage of Line Owned — By States and Territories.

None.

Tracks Leased or Otherwise Assigned for Operation.

LIST OF TRACKS THE INCOME OF WHICH, FROM LEASE OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.

None.

Mileage of Line Owned — By States and Territories.

None.

Outside Operations and Other Properties.

A. OUTSIDE OPERATIONS.

None.

B. OTHER PROPERTIES.

None.

Road or Tracks Acquired by Respondent Through Lease or Other Agreement.

None.

Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.

None.

Capital Stock.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value not held by respondent.
Common, ...	400	\$100.00	\$40,000.00	\$40,000.00	\$40,000.00

Dividends declared during year: None.

Capital Stock — Continued.

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for Cash, ...	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Recapitulation of Capitalization.

Account.	Total par value outstanding.	Assignment to railroads.
Capital Stock, ...	\$40,000.00	\$40,000.00

Premium on Securities.

None.

Discount on Securities.

None.

Security for Funded Debt.

None.

Receiver's Certificates.

None.

Expenditures for Additions and Betterments During the Year.

None.

Road and Equipment — Investment Since June 30, 1907.

Account.	Total expenditures, July 1, 1907, to June 30, 1909.	Total expenditures, July 1, 1907, to June 30, 1910.
Road, ...	\$92,895.67	\$92,895.67
Equipment, ...	82,294.85	82,294.85
Total—Entire Line, ...	\$125,190.52	\$125,190.52
Total—State of Connecticut, ...	125,190.52	125,190.52

Summary of Road and Equipment.

Account	Amount entire line.	Amount State of Conn.
INVESTMENT TO JUNE 30, 1907:		
Road, ...	\$92,895.67	\$92,895.67
Equipment, ...	32,294.85	32,294.85
Total, ...	\$125,190.52	\$125,190.52
Net total, ...	\$125,190.52	\$125,190.52
Cost per mile of line, ...	55,640.23	55,640.23

Income Account.

OPERATING INCOME:

Rail Operations:

Operating revenues, ...	\$19,348.27	
Operating expenses, ...	19,293.33	
Net operating revenue, ...	\$54.94	
Total net revenue, ...	\$54.94	
Taxes accrued, ...	431.52	
Operating loss, ...		\$376.58
Net corporate loss, ...		\$376.58
Balance for year carried forward to debit of profit and loss, ...		\$376.58

Profit and Loss Account.

Debit.		Credit.	
Balance for year brought forward from Income Account,	\$376.58	Balance June 30, 1909,	\$60,242.22
Balance Credit, June 30, 1910, carried to Balance Sheet,	59,865.64	Balance debt, June 30, 1910, carried to balance sheet,	60,242.22
	\$60,242.22		\$60,242.22

Operating Revenues — State of Connecticut.

Account.	Total revenues.
I. REVENUE FROM TRANSPORTATION:	
Freight revenue, ...	\$15,275.73
Passenger revenue, ...	3,950.39
Excess baggage revenue, ...	2.15
Express revenue, ...	120.00
Total passenger service train revenue, ...	\$4,072.54
Total revenue from transportation, ...	\$19,348.27
Total operating revenues — state, ...	\$19,348.27

Securities Owned — Stocks.

None.

Securities Owned — Funded Debt.

None.

Summary of Securities Owned.

None.

Does the respondent own or control any railway securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

Sinking and Other Funds.

None.

Reserves.

None.

Advances to Proprietary, Affiliated, and Controlled Companies.

None.

Obligations for Advances From Other Companies.

None.

Property Abandoned, Chargeable to Operating Expenses.

None.

Operating Expenses — Entire Line.**I. MAINTENANCE OF WAY AND STRUCTURES:**

	Amount.	Ratio to total of gen'l expenses per cent.	Ratio to total operating expenses per cent.
Roadway and track, ...	\$3,614.16	78.78	18.73
Buildings, fixtures, and grounds, ...	941.23	20.52	4.88
Other expenses, ...	32.16	.70	.17
Total — Maintenance of way and structures, ...	\$4,587.55	100	23.78

II. MAINTENANCE OF EQUIPMENT:

Steam locomotives — repairs, ...	\$467.39	62.26	2.42
Passenger-train cars — repairs, ...	259.18	34.53	1.34
Other expenses, ...	24.13	3.21	.13
Total — Maintenance of equipment, ...	750.70	100	3.89

IV. TRANSPORTATION EXPENSES:

Superintendence, ...	\$1,500.00	12.72	7.77
Dispatching trains, ...	2,553.96	21.66	13.24
Yard switch and signal tenders, ...	124.00	1.05	.64
Road enginemen, ...	3,286.50	27.87	17.04
Fuel for road locomotives, ...	1,804.51	15.30	9.35
Other supplies for road locomotives, ...	580.67	4.93	3.02
Road trainmen, ...	1,565.00	13.27	8.11
Train supplies and expenses, ...	3.38	.01	.02
Other expenses, ...	374.80	3.19	1.94
Total — Transportation expenses, ...	\$11,792.82	100	61.12

Operating Expenses — Continued.**V. GENERAL EXPENSES:**

	Amount.	Ratio to total of gen'l exp's per cent.	Ratio to total operating expenses per cent.
Salaries and expenses of clerks and attendants, ...	\$655.01	30.29	3.39
Insurance, ...	297.50	13.76	1.54
Other expenses, ...	1,209.75	55.95	6.28
Total — General expenses, ...	\$2,162.26	100	11.21

RECAPITULATION OF EXPENSES:

I. Maintenance of way and structures, ...	\$4,587.55	23.78
II. Maintenance of equipment, ...	750.70	3.89
IV. Transportation expenses, ...	11,792.82	61.12
V. General expenses, ...	2,162.26	11.21
Total operating expenses, ...	\$19,293.33	100

Ratio of operating expenses to operating revenues, 100.285 per cent.

OPERATING EXPENSES — STATE OF CONNECTICUT:

I. Maintenance of way and structures, ...	\$4,587.55	23.78
II. Maintenance of equipment, ...	750.70	3.89
IV. Transportation expenses, ...	11,792.82	61.12
V. General expenses, ...	2,162.26	11.21
Total operating expenses, ...	\$19,293.33	100

Ratio of operating expenses to operating revenues, 100.285 per cent.

Summary of Revenues and Expenses of Outside Operations and Other Properties.

None.

Rents Receivable.

None.

Miscellaneous Income.

None.

Rents Payable.

None.

Other Deductions from Income.

None.

Separately Operated Properties.

None.

Hire of Equipment.

None.

Recapitulation of Hire of Equipment.

None.

Taxes and Assessments.**A. FOR REPORTING COMPANY'S OWNED AND PROPRIETARY LINES.**

State or territory.	AD VALOREM TAX.		Total.
	On the value of real and personal property.	On the value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	
State of Connecticut, ...	\$271.52	\$160.00	\$431.52

B. FOR REPORTING COMPANY'S LEASED AND OPERATED LINES.

None.

Important Changes During the Year.

1. All extensions of road put in operation; 2. Decrease in mileage by line abandoned or line straightened; 3. All other important physical changes; 4. All leases taken or surrendered; 5. All consolidations or reorganizations effected; 6. All new stocks issued; 7. All new funded debt issued; 8. All changes in the respondent's holdings of stocks and funded debt; 9. Adjustments in the book value of securities owned, and reasons therefor; 10. All other important financial changes:

None.

Comparative General Balance Sheet.

JUNE 30, 1909.		ASSETS.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
		Property Investment:			
		I. Road and Equipment—			
	\$92,895.67	Investment to June 30, 1907,		\$92,895.67	
	32,294.85	Road—		32,294.85	
		Equipment—			
		Total, ...		\$125,190.52	
		Working Assets:			
	\$3,581.04	Materials and supplies, .		\$3,581.04	
	881.65	Other working assets, .		881.65	
	\$4,412.69	Total, ...		\$4,462.69	\$373.94
	\$129,608.31	Grand Total, ...		\$129,677.15	\$373.94

Comparative General Balance Sheet—Continued.

JUNE 30, 1909.		LIABILITIES.	JUNE 30, 1910.		Increase.
Item.	Amount.		Item.	Amount.	
\$40,000.00	.....	Stock: Capital stock—	\$40,000.00	.....	.....
.....	\$40,000.00	Total, . . . . .	.....	\$40,000.00	.....
\$28,483.83	.....	Working Liabilities: Loans and bills payable, .	\$28,011.51	.....	\$1,528.18
.....	\$28,483.83	Total, . . . . .	.....	\$28,011.51	\$1,528.18
.....	\$2,000.00	Replacement fund, . .	.....	\$2,000.00	.....
.....	\$50,942.22	Profit and Loss: Balance—	.....	\$50,865.64	\$376.58
.....	\$128,735.55	Grand Total, . . . . .	.....	\$129,877.15	\$1,151.60

Contracts, Agreements, etc.

1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Telephone companies; 9. Other contracts:

None.

Employees and Salaries.

Class.	No. on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, ...	2	.....	.....	.....
General office clerks, ...	1	100	\$800.00	\$8.00
Station agent and conductor, ...	1	318	1,500.00	4.79
Other station men, ...	3	957	2,152.85	2.25
Enginemen, ...	2	626	2,084.50	3.25
Firemen, ...	2	626	1,252.00	2.00
Other trainmen, ...	2	626	1,565.00	2.50
Section foremen, ...	1	314	942.00	3.00
Other trackmen, ...	8	788	1,545.75	1.97 ¹¹ / ₁₀₀
Switch tenders, crossing tenders, and watchmen, ...	6	669	1,170.75	1.75
All other employees and laborers, . . . . .	..	...	.....	....
Total including general officers, ...	19	5,014	\$12,762.65	2.54 ⁵⁴ / ₁₀₀
Less general officers, ...	2	.....	.....	.....
Total, excluding general officers, ...	17	5,014	\$12,762.65	2.54 ⁵⁴ / ₁₀₀
Distribution of above:				
Maintenance of way and structures, ...	6	1,766	3,658.50	2.07 ¹⁴⁴ / ₁₀₀
Transportation expenses, ...	10	3,148	8,504.15	2.70 ¹⁴⁴ / ₁₀₀
General expenses, ...	1	100	600.00	6.00
Total excluding general officers, ...	17	5,014	\$12,762.65	2.54 ⁵⁴ / ₁₀₀

Traffic and Mileage Statistics — Entire Line.

Item.	Column for No. passengers, tonnage, etc.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	98,559	.....	.....	.....
No. of passengers carried one mile,	200,508	.....	.....	.....
No. of pass'gers carried 1 mile per mile of r'd,	98,559	.....	.....	.....
Average distance carried, miles,	2.25	.....	.....	.....
Total passenger revenue (p. 311),	.....	8,950	39	.....
Average am't received from each passenger,	.....	.....	04	323
Average receipts per passenger per mile,	.....	.....	01	9703
Total pass. service train revenue (p. 311),	.....	4,072	54	.....
Passenger service train rev. per mile of road,	.....	1,810	02	.....
Passenger service train rev. per train-mile,	.....	.....	84	645
Freight Traffic :				
No. of tons carried of freight earning revenue (p. 318),	55,200	.....	.....	.....
No. of tons carried one mile,	140,760	.....	.....	.....
No. of tons carried one mile per mile of road,	55,200	.....	.....	.....
Average distance haul of one ton, miles,	2.25	.....	.....	.....
Total freight revenue (p. 311),	.....	15,275	78	.....
Average am't received for each ton of freight,	.....	.....	27	678
Average receipts per ton per mile,	.....	.....	10	852
Freight revenue per mile of road,	.....	6,789	21	.....
Freight revenue per train mile,	.....	4	49	286
Total Traffic :				
Operating revenues (p. 311)	.....	19,848	27	.....
Operating revenues per mile of road,	.....	8,599	23	200
Operating revenues per train-mile,	.....	1	27	669
Operating expenses (p. 312),	.....	19,298	38	.....
Operating expenses per mile of road,	.....	8,574	81	400
Operating expenses per train-mile,	.....	1	27	806
Net operating revenue (or deficit) p. 311,	.....	54	94	.....
Net operating rev. (or deficit) p. mile of road,	.....	24	42	.....
Average No. of passengers per car-mile,				
Average No. of passengers per train-mile,	17.	.....	.....	.....
Average No. of passenger cars per train-mile,	1.	.....	.....	.....
Average No. of tons of freight per loaded car-mile,	15.21	.....	.....	.....
Average No. of tons of freight per train-mile,	41.4	.....	.....	.....
Average No. of freight cars per train-mile,	4.11	.....	.....	.....
Average No. of loaded cars per train-mile,	2.73	.....	.....	.....
Average No. of empty cars per train-mile,	1.898	.....	.....	.....
Average mileage operated during year,	2.25	.....	.....	.....

Traffic and Mileage Statistics—Entire Line—Concluded.

Classification.	Item.	Total.
LOCOMOTIVE MILEAGE :		
Revenue Service —		
Freight Locomotive-Miles, ...	8,400	.....
Passenger Locomotive-Miles, ...	11,755	.....
Total Revenue Locomotive Mileage, ...	15,155	15,155
CAR MILEAGE :		
Revenue Service —		
Freight Car-Miles—		
Loaded, ...	9,252	.....
Empty, ...	4,786	.....
Total Freight Car-Miles, ...	13,988	13,988
Passenger Car-Miles—		
Passenger, ...	11,755	.....
Total Passenger Car-Miles, ...	11,755	11,755
TRAIN MILEAGE :		
Revenue Service —		
Freight Train-Miles, ...	8,400	.....
Passenger Train-Miles, ...	11,755	.....
Total Revenue Train Mileage, ...	15,155	15,155

Traffic and Car Statistics—Entire Line.

CAR STATISTICS.

SWITCHING TRAFFIC—FREIGHT:

Number of cars handled not earning revenue —
empty, ... 2,105

TERMINAL OPERATIONS—FREIGHT.

Number of cars handled earning revenue, ... 4,112

TERMINAL OPERATIONS—PASSENGER:

Number of cars handled earning revenue, ... 5,936

SUMMARY:

Total number of cars handled earning revenue
— loaded, ... 10,048

Total number of cars handled not earning
revenue—empty, ... 2,105

Total number of cars handled, ... 12,153

REVENUE AND EXPENSE STATISTICS.

SWITCHING TRAFFIC AND TERMINAL OPERATIONS:

Total revenue, ...	\$19,348.27
Average revenue per revenue car, ...	1.592
Operating expenses, ...	\$19,724.85
Average expenses per car handled, ...	1.623

Freight Traffic Movement — State of Connecticut.

Commodity.	Freight originating on this road.	Freight re- ceived from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:				
Grain, ...		451	446	.....
Other Mill products, ...		1,865	1,865	.....
Hay, ...		280	280	.....
Total, ...			2,041	8.69
Products of Mines:				
Anthracite Coal, ...		11,276	11,276	.....
Bituminous Coal, ...		27,881	27,881	.....
Stone, Sand, and other like articles, ...		815	815	.....
Total, ...			39,472	71.51
Products of Forests:				
Lumber, ...		6,569	6,569	.....
Total, ...			6,569	11.91
Manufactures:				
Other Castings and Machinery, ...		694	694	.....
Cement, Brick, and Lime, ...		1,218	1,218	.....
Total, ...			1,912	8.46
Merchandise, ...	3,086	2,120	5,206	9.48
Total Tonnage — State, . . . . .	.....	.....	55,200	100.00
Total Tonnage — Entire Line, . . . . .	.....	.....	55,200	100.00

Description of Equipment— Entire Line.

Item.	Number on June 30, 1909.	Number on June 30, 1910.	Number fitted with train brake.	Number fitted with automatic coupler.
Total locomotives in service, . .	2	2	2	2
Total locomotives owned, . . .	2	2	2	2
Combination cars, ...	4	4	4	4
Total cars owned, ...	4	4	4	4

EQUIPMENT OWNED OR LEASED NOT IN SERVICE OF THE RESPONDENT.
None.

Mileage— Entire Line.

(a) MILEAGE OF ROAD OPERATED (All Tracks).

Line in use.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track, ...	2.25	3.45	5.70	1.08	4.62
Total mileage operated (all tracks),	2.25	3.45	5.70	1.08	4.62

(b) MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (Single Track).

State or territory.	LINE OWNED.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Connecticut, ...	2.25	3.45	5.70	1.08	4.62

(c) MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (Single Track).

State or territory.	LINE OWNED.		Total mileage owned.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Connecticut, ...	2.25	3.45	5.70	1.08	4.62

Renewals of Rails and Ties.

NEW RAILS LAID DURING THE YEAR.

None.

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut, ...	1,190	50 cents.

Consumption of Fuel by Locomotives — State of Connecticut.

Locomotives.	Coal, tons, bituminous.	Hard wood, cords.	Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.
Revenue Service : Freight, . . . } Passenger, . . . }	518	6	517	15,155	.68
Total, ...	518	6	517	15,155	.68
Average Cost at Distributing Point, . . .	\$4.30	.....	\$4.30	.....	.....

Accidents to Persons.

None.

Characteristics of Road.

Details cannot be given.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	NUMBER.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges : Iron, . . .	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges, ...	1	10	10

GAUGE OF TRACK — 4 feet 8¾ inches; 2.25 miles.

Telegraph.

(a) OWNED BY COMPANY MAKING THIS REPORT.

None.

(b) OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	2.25	Cheney Brothers.	Cheney Brothers.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, Harry G. Cheney, President, and Richard O. Cheney, Secretary and General Manager, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, to the best of our knowledge, information, and belief.

HARRY G. CHENEY,

President.

RICHARD O. CHENEY,

Sec. and Gen. Manager.

Subscribed and sworn to before me this 29th day of September, 1910.

ROBERT RICHMOND,

Notary Public.

STREET RAILWAYS.



THE BRISTOL & PLAINVILLE TRAMWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$1,000,000.00	
Capital stock outstanding, ...	375,000.00	
Bonds outstanding, ...	400,000.00	
Total stock, bonds, and floating debt, ...	775,000.00	
Capital stock issued per mile of road owned, ...	29,123.95	
Bonds issued per mile of road owned, ...	31,065.55	
Cost of construction, ...	290,266.22	
*Cost of equipment, ...	502,013.19	
Total cost of construction and equipment, ...	792,279.41	
Cost of construction and equipment per mile of road owned, ...	61,531.49	
Gross earnings from operation, ...	96,868.54	
Operating expenses, ...	56,012.10	
Net earnings, ...	40,856.44	
Income from other sources, ...	35,045.31	
Gross income from all sources, ...	75,901.75	
Per cent. of operating expenses to gross earnings, ...		57.82
Gross earnings per mile operated, ...	7,523.19	
Operating expenses per mile operated, ...	4,350.12	
Net earnings per mile operated, ...	3,173.07	
Car earnings per car mile, ...	.2479	
Miscellaneous earnings per car mile, ...	.0036	
Gross earnings per car mile, ...	.2515	
Operating expenses per car mile, ...	.1454	
Net earnings per car hour, ...	.1061	
Car earnings per car hour, ...	1.954	
Miscellaneous earnings per car hour, ...	.028	
Gross earnings per car hour, ...	1.982	
Operating expenses per car hour, ...	1.146	
Net earnings per car hour, ...	.836	
Taxes paid state, ...	5,759.81	
Interest paid, ...	17,410.00	
Dividend paid, ...	26,250.00	
Total length of main track owned, ...		12.876
Total length of main track operated, ...		12.876
Total car mileage, ...		385,129
Total car hours, ...		48,874
Fare passengers carried, ...		1,962,811

* Includes electric lighting and gas plants.

Fare passengers per mile run (passenger), . . .	5.09
Fare passengers per car hour (passenger), . . .	40.16
Fare passengers per mile of main track operated, .	162,439
Average fare revenue passengers, ...	.04852
Average fare all passengers (including transfer passengers), ...	.04472
Average number of employees during year, . . .	80
Accidents: Injured, ...	12

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total com- puted as single track.
Maple Street, Bristol,	Plainville.	5.824	.284	5.608
Pine Street, “	Lake Compounce.	2.012	.308	2.315
Riverside Avenue, “	Terryville.	4.567	.280	4.847
No. Main Street, “	Oakland St., Bristol.	.973	....	.973
		12.876	.867	13.743

Corporate Name and Address of Company.

The Bristol and Plainville Tramway Company, Bristol, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized September 21, 1893.

Officers of the Company.

Name.	Title.	Official Address
MILES LEWIS PECK,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	“ “
M. L. TIFFANY,	Secretary,	“ “
M. L. TIFFANY,	Treasurer,	“ “
G. E. COCKINGS,	General Manager,	“ “

Directors of the Company.

Name.	Residence.
MILES LEWIS PECK, ...	Bristol, Conn.
N. E. PIERCE, ...	“ “
W. S. INGRAHAM, ...	“ “
W. A. INGRAHAM, ...	“ “
O. F. STRUNZ, ...	“ “
M. E. WELDON, ...	“ “
C. T. TREADWAX, ...	“ “
M. L. TIFFANY, ...	“ “
J. H. WARD, ...	“ “

Date of close of fiscal year, September 30th.

Date of stockholders' annual meeting, last Saturday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total Par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	\$1,000,000.00	3,750	\$100	\$375,000.00	7%	\$26,250.00

Total number of stockholders, 19.

Total number of stockholders in this State, 19.

Amount of stock held in this State, \$375,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage,	Nov. 1, 1905	40	Nov. 1, 1945	\$600,000.00	\$400,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	May 1 and November 1.	\$16,585.00

Per mile of single track owned exclusive of sidings and turnouts, 12.876 miles:

Capital stock outstanding, ... \$29,123.95

Funded debt outstanding, ... 31,065.55

Total, ... \$60,189.50

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization, ...	\$6,560.25			\$6,560.25
Engineering and superintendence, . .	16,837.69			16,837.69
Right of way, ...	8,370.70			8,370.70
Track and roadway construction, . .	197,796.18			197,796.18
Electric line construction, ...	19,491.99			19,491.99
Real estate used in operation of road, .	17,076.85			17,076.85
Buildings and fixtures used in operation of road, ...	24,748.06			24,748.06
Total Construction,	390,266.23			390,266.23
*Power plant equipment, ...	398,261.58	35,017.81		433,278.89
Shop tools and machinery, ...	1,414.64	4.00		1,418.64
Cars, ...	43,190.01	1,789.99		43,980.00
Electric equipment of cars, ...	23,200.16			23,200.16
Miscellaneous equipment, ...	135.50			135.50
Total,	465,201.89	36,811.80		502,013.19
Grand total construction and equipment,	755,468.11	36,811.80		792,279.41
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, (12.876)				61,581.49

* Includes electric lighting and gas plants.

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$96,868.54	
Operating expenses, ...	56,012.10	
Net earnings from operation, ...		\$40,856.44
Miscellaneous income:		
From electric lighting and gas departments, . .		35,045.31
Gross income less operating expenses, ...		\$75,901.75
Deductions from income:		
Taxes:		
On real and personal property, ...	\$2,863.50	
On capital stock, ...	5,759.81	
On earnings, ...	358.51	\$8,981.82
Interest:		
On funded debt, ...	\$16,585.00	
On floating debt, ...	825.00	17,410.00
Net income, ...		\$49,509.93

Deductions from net income:

One dividend, 3% on \$375,000 common stock,

One dividend, 4% on \$375,000 common stock,

20,250.00

Surplus for year, ...

\$23,259.93

Surplus at beginning of year, ... \$21,941.62

Profit or loss adjustments during year:

Credits, ... 23,259.93

Surplus at close of year, ... \$45,201.55

Gross Earnings from Operations.

Car earnings:

Passengers, ... \$95,231.43

Mail, ... 200.04

Express, ... 62.40 \$95,493.87

Miscellaneous earnings:

Advertising, ... \$564.04

Rent of land and buildings, ... 528.63

Bond premium, ... 282.00 1,374.67

Total, ... \$96,868.54

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, ... \$4,883.43

Maintenance of electric line, ... 76.61

Maintenance of buildings and fixtures, ... 887.94

Total, ... \$5,847.98

Equipment:

Maintenance of cars, ... \$3,271.94

Maintenance of electric equipment of cars, ... 521.62

Total, ... 3,793.56

TRANSPORTATION.

Operation of power plant:

Hired power, ... 9,628.17

Operation of cars:

Superintendence of transportation, ... \$1,200.00

Wages of conductors, ... 11,241.36

Wages of motormen, ... 11,241.37

Wages of car house employees, ... 2,604.68

Car service supplies, ... 652.16

Miscellaneous car service expenses, ... 906.44

Cleaning and sanding track, ... 674.30

Removal of snow and ice, ... 595.34

Total, ... 29,115.65

GENERAL.

Salaries of general officers, ...	\$2,279.50
Salaries of clerks, ...	1,720.36
Printing and stationery, ...	112.19
Advertising and attractions, ...	1,740.46
Miscellaneous general expenses, ...	287.83
Damages, ...	217.50
Legal expenses in connection with damages, ...	324.60
Insurance, ...	944.30
Total, ...	7,626.74
Grand total, ...	\$56,012.10

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$755,468.11	Construction and equipment,	\$792,279.41	\$36,811.30	.....
7,355.76	Current assets, as follows:			
	Cash, ...	3,145.84	.....	\$4,210.43
7,981.43	Accounts receivable, ...	8,782.00	850.57	.....
12,687.35	Material and supplies, ...	25,544.80	12,857.45	.....
1,178.75	Prepaid accounts, ...	830.93	.....	847.82
\$784,621.40	Total, ...	\$830,082.48	\$50,519.32	\$5,058.24

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, Year ending June 30, 1910.	Decrease, Year ending June 30, 1910.
\$375,000.00	Capital stock, common, ...	\$375,000.00	.....	.....
350,000.00	Funded debt, ...	400,000.00	\$50,000.00	.....
	Current liabilities, as follows:			
32,500.00	Loans and notes payable, . . . . .	.....	.....	\$32,500.00
603.47	Accounts payable, ...	4,809.95	4,206.48	.....
1,951.81	Accrued pay roll, ...	2,070.98	119.67	.....
	Accrued liabilities as follows:			
2,625.00	Interest on funded debt accrued and not yet due, ...	3,000.00	375.00	.....
21,941.62	Surplus, ...	45,201.55	23,259.93	.....
\$784,621.40	Total, ...	\$830,082.48	\$77,961.08	\$32,500.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	385,129
Total car mileage, ...	385,129
Passenger car hours, ...	48,874
Total car hours, ...	48,874
Fare passengers carried, ...	1,962,811
Transfer passengers carried, ...	166,580
Total passengers carried, ...	2,129,391
Average fare, revenue passengers, ...	.04852
Average fare, all passengers (including transfer passengers), ...	.04472
Car earnings per car mile, ...	.2479
Miscellaneous earnings per car mile, ...	.0036
Gross earnings per car mile, ...	.2515
Car earnings per car hour, ...	1.954
Miscellaneous earnings per car hour, ...	.028
Gross earnings per car hour, ...	1.982
Operating expenses per car mile, ...	.1454
Operating expenses and taxes per car mile, ...	.1688
Operating expenses per car hour, ...	1.146
Operating expenses and taxes per car hour, ...	1.329
Operating expenses per cent. of gross earnings, ...	57.82
Operating expenses and taxes per cent. of gross earnings, ...	67.09
Average number of employees, not including officials, during year, ...	80
Aggregate amount of wages paid employees, ...	\$57,881.73
Amount of salaries paid officials as enumerated, ...	4,850.00

CROSSINGS, ETC.

Steam railroad crossings under grade, ...	2
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State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commuters' tickets, books of 52 rides, sold for \$2.08, or 4c. fare. School tickets, books of 40 rides, sold for \$1.20, or 3c. fare.

Description of Road and Equipment.

TRACK.		Owned	Operated
Length of road (first main track), ...		12.876	12.876
Length of sidings and turnouts, ...		.867	.867
Total computed as single track, ...		13.743	13.743
RAILS.		Weight per yd.	Steel, Miles of,
Name of.			
"T,"		56 and 60	13.743
Gauge of track, 4 feet 8½ inches.			
PAVING.			Miles
Macadam, ...			4.00
Stone ballast, ...			2.25
Total miles, ...			6.25

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule, ...	11	.....	11
Open passenger cars, ...	18	.....	18
Total passenger cars, ...	29	.....	29
Work cars, . . . . .	.....	1	1
Snow plows, ...	2	1	3
Total, ...	31	2	33

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors, ...	9½	\$2.10 to \$2.57
Motormen, ...	9½	2.10 to 2.57
Watchmen, ...	12	2.40
Roadmen, ...	10	1.75
Linemen, ...	10	2.75
Engineers, ...	10	2.75 to 3.00
Firemen, ...	10	2.40
Electricians, ...	10	2.50

List of All Accidents During the Year Ended June 30, 1910.

CAUSE AND NATURE OF INJURY.	FROM CAUSES BEYOND THEIR OWN CONTROL.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS	TOTAL.
	Injured	Injured	Injured
Passengers, ...		7	7
Employees, ...			
Other persons, ...		5	5
Total, ...		12	12

Description of Accidents.

Aug. 20, 1909. Agnes Murray alighted from moving car, North St., Bristol; bruised and shaken up.

Oct. 6, 1909. T. Mialkowski stepped in front of car, Main St., Terryville; no injuries.

Nov. 15, 1909. Collision with covered wagon, Main St., Terryville; no personal injuries.

Nov. 29, 1909. Mrs. Mary O'Brien fell in alighting from car, North St., Bristol; knee injured.

March 18, 1910. W. B. Wheeler stepped in front of car, North Main St., Bristol; hand, shoulder, and face bruised.

March 23, 1910. J. Perry jumped from moving car, Maple St., Bristol; no injuries.

April 30, 1910. Wm. Harris drove horses into car, West Main St., Plainville; thrown to ground, bruised about head.

May 3, 1910. Mrs. Yard stepped from car before car stopped, fell to ground; injuries not known, Main St., Forestville.

May 14, 1910. Ruth Burgess fell in alighting from standing car, Main St., Bristol; shaken up.

May 16, 1910. W. Moleski stepped in front of car, School St., Bristol; bruised and shaken up.

May 18, 1910. C. Pobelli jumped from moving car, School St., Bristol; bruised and shaken up.

June 23, 1910. ——— Schulz stepped from moving car, Main St., Terryville; hands and chest bruised.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Miles Lewis Peck, President, and M. L. Tiffany, Treasurer, of The Bristol and Plainville Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

MILES LEWIS PECK,
President.

M. L. TIFFANY,
Treasurer.

Sworn and subscribed to before me, this 23d day of September, A. D. 1910.

RAY K. LINSLEY,
Notary Public.

CONNECTICUT RAILWAY AND LIGHTING COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital stock outstanding, ...	\$17,120,100.00	
Bonds outstanding, ...	13,465,700.00	
Total stock, bonds, and floating debt, ...	30,585,800.00	
*Capital stock issued per mile of road owned, ...	77,215.65	
*Bonds issued per mile of road owned, ...	60,733.45	
Cost of construction and equipment, ...	30,978,800.15	
Income from other sources, ...	1,164,755.66	
Gross income from all sources, ...	1,164,755.66	
Interest paid, ...	611,427.00	
a Dividend paid, ...	684,804.00	
Total length of main track owned, ...		221.718
Total length of main track operated, ...		None

* Includes gas and electric departments.

a \$188,521.20 paid out of funds in hands of Colonial Trust Co., as provided for in agreement, dated Dec. 19, 1906. See Income Account.

Description of Lines.

LINE.	FROM —	TO —	Length of road of first main track.	Length of second main track.	Total length of main tracks.	Length of sidings and t'rnous.	Total computed as single track.
Bridgeport: So. Main St. State St. Broad St. So. Park Ave. No. Park Ave. Brooklawn C. C. Norwalk No. Main St. Compo Beach Station-Baug. No. Main St.-Bpt Oak Street Cong. and Will. Conn. Barnum Ave. Noble Ave. N. Bridgeport New Haven Golden Hill Loop E. Main Street Seaview Ave. Shelton	Main St. and Fairfield Ave. Main and State Sts. State and Broad Sts. State and Park Sts. State and Park Sts. North and Brooklawn Aves. Main St. and Fairfield Ave. Westport Hotel Square Darrow's Corner Saugatuck Junction Main St. and Fairfield Ave. Main and Congress Sts. Main and Congress Sts. Main St. and E. Wash. Ave. Barnum Avenue Main St. and North Ave. Main St. and Fairfield Ave. Fairfield Ave. and Water St. Stratford Avenue Stratford and Seaview Aves. Main and E. Broad	Seaside Park State St. and Fairfield Ave. Broad St. and Fairfield Ave. Seaside Park Mountain Grove Cem. Brooklawn Country Club East Ave. (Norwalk) Cemetery Compo Beach Saugatuck R. R. Sta. Savoy St. Oak St. and North Ave. E. Wash Ave. and Will St. Millhill Avenue Beardsley Park Trumbull Road Woodmont Main and Golden Hill Sts. Lakeview Cemetery Steeplechase Ferry S. End T. O. (Shelton)	1.000	0.957	1.957	0.023	1.979
			1.518	1.518	3.036	0.047	3.083
			0.190	.....	0.190	0.119	0.309
			0.858	0.284	1.142	.....	1.142
			1.659	1.643	3.301	0.001	3.352
			0.653	0.629	1.282	.....	1.282
			18.278	3.204	16.477	1.081	17.558
			0.900	.....	0.900	.....	0.900
			3.318	.....	3.318	0.108	3.426
			0.233	.....	0.233	.....	0.233
			2.097	2.055	4.152	0.047	4.199
			1.086	1.028	2.069	.....	2.069
			0.372	0.372	0.744	.....	0.744
			1.496	1.478	2.969	0.054	3.023
			1.860	1.850	2.710	0.026	2.736
			0.855	0.839	1.694	.....	1.694
			14.589	10.737	25.276	0.497	25.773
			0.188	0.188	0.376	0.102	0.478
			1.756	1.978	3.194	0.091	3.225
			9.729	9.709	1.498	0.012	1.450
			9.240	5.420	14.660	0.342	15.002
Norwalk: Stamford Broad River Monroe St. Loop	Main and Wall Sts. Wall St. and Belden Ave. Main St. and R. R. Ave.	TOTALS,	57.270	33.778	91.048	2.599	93.647
		Noroton River	9.228	2.984	12.206	0.360	12.566
		Broad River	1.247	.....	1.247	0.040	1.287
		S. Main and Monroe Sts.	0.350	.....	0.350	0.199	0.549

Description of Lines — Continued.

LINE.	FROM —	TO —	Length of road of first main track.	Length of road of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Norwalk :— <i>Con't.</i> Roton Point Winnipauk Newtown Ave. East Ave. Dorlon's Point	Roton Point Jct.	Roton Point	0.702	0.185	0.887	0.085	0.972
	Main and Wall Sta.	Winnipauk	2.035	0.489	2.514	0.059	2.573
	Main and Wall Sta.	End of line	0.846	0.330	1.176	0.026	1.192
	Mill Hill	Main St. and Wash. Ave.	1.990	0.041	2.031	0.090	2.121
	Dorlon's Point Jct.	Dorlon's Point	1.597	.....	1.597	0.059	1.656
Derby : Bridgeport Howe Ave. Housatonic Ave. West Side Wakelee Ave. Nauugatuck Liberty St. New Haven	TOTALS,		17.979	4.519	22.498	0.918	23.416
	Main and Elizabeth Sts.	South End Turnout	1.155	.....	1.155	0.096	1.251
	Bridge St. and Howe Ave.	Riverside Park	0.879	.....	0.879	0.023	0.901
	Bridge St. and Housatonic Av.	Housatonic Park	1.068	.....	1.068	0.065	1.133
	Main and Eliz. Sts. (Derby)	Main & Bridge Sts. (Ansonia)	1.839	.....	1.839	0.169	2.008
	Clifton and Bridge Sts.	Scotland St.	1.197	.....	1.197	0.094	1.291
	Main and Elizabeth Sts.	Beacon Falls	9.215	1.349	10.564	0.738	11.307
	Seymour Junction	N. Main and Fourth Sts.	0.350	.....	0.350	.....	0.350
	E. Derby Junction	Race Brook	3.779	3.466	7.245	0.012	7.257
	TOTALS,		19.482	4.815	24.297	1.181	25.478
	Central Park	Newington	4.633	2.712	7.345	0.297	7.642
New Britain : Hartford Berlin Chestnut St. Chestnut St. Arch St. North Main St.	Central Park	Berlin	4.463	0.524	4.987	0.235	5.222
	Main and Chestnut	Elm and Chestnut	0.170	.....	0.170	0.016	0.186
	Chestnut and Stanley	Fairview Street	0.275	.....	0.275	.....	0.275
	Main and Arch	Scheutzen Park	0.814	.....	0.814	0.044	0.858
	Main and Church	Allen Street	1.586	.....	1.586	0.089	1.674

Description of Lines — Continued.

LINE	FROM —	TO —	Length of road first main track.	Length of road second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total completed as single track.
New Britain :— <i>Cont'd.</i> East Main St. Meriden	Main and E. Main Main and W. Main	Fairview Cemetery Lazy Lane	0.889 8.881	 1.111	0.889 9.442	0.047 0.270	0.886 9.712
Waterbury : Derby Bank St. Woodbury Watertown Thomaston N. Main St. New Haven Baldwin St.	Exchange Place Bank and So. Main Sts. Exchange Place Robbins St. Jct. W. Main and N. Willow St. Exchange Place Exchange Place E. Main and Coles Sts.	TOTALS, Beacon Falls Porter St. City Line Watertown City Line Forest Park Mt. Carmel Pearl Lake Road	21.111 9.637 0.956 8.823 4.889 4.156 1.780 15.454 2.094	4.847 2.724 0.679 0.466 1.230 0.898 6.412	25.458 12.861 0.956 8.901 5.275 5.416 2.148 21.866 2.094	0.997 0.409 0.310 0.189 0.262 0.364 0.183 0.258 0.149	26.455 12.770 1.166 4.090 5.537 5.790 2.831 23.119 2.248
Meriden : Mildale	Dickerman's Cor. (Mildale)	TOTALS, Scott's Jct. (Cheshire)	42.188 4.100	11.879 0.800	54.017 4.400	2.019 0.048	56.086 4.448
		GRAND TOTALS,	162.060	59.688	221.718	7.762	229.480

Corporate Name and Address of Company.

Connecticut Railway and Lighting Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 2, 1895. Incorporated as the Gas Supply Co. by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting and Power Co. by amendment approved March 2, 1899. Name again changed to Connecticut Railway and Lighting Co. by decree of Superior Court, New Haven County, January 10, 1901. Amendment to charter, General Assembly, January session, 1901, and approved April 30, 1901. Acquired by purchase of the following companies: Bridgeport Traction Co., Shelton Street Railway Co., Milford Street Railway Co., Westport and Saugatuck Street Railway Co., Derby Street Railway Co., Norwalk Tramway Co., Norwalk Street Railway Co., Norwalk and South Norwalk Electric Light Co., Norwalk Gas Light Co., Waterbury Traction Co., The Central Railway and Electric Co., Greenwich Gas and Electric Lighting Co., Naugatuck Electric Light Co., Southington and Plantsville Tramway Co., Cheshire Street Railway Co., Naugatuck Valley Electric Railway Co., Thomaston and Watertown Electric Railway Co. All leased to Consolidated Railway Co. on August 1, 1906, and since operated by them.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	30 Church St., New York.
R. A. C. SMITH,	Vice-President,	100 Broadway, "
WALTON CLARK,	Vice-President,	1401 Arch St., Phila., Pa.
W. F. DOUTHETT,	Secretary,	" "
LEWIS LILLIE,	Treasurer,	" "
JAMES BALL,	Asst. Treas.,	" "
W. H. MARSHALL,	Auditor,	" "
GEORGE S. PHILLER,	Asst. Secretary,	" "
A. W. PAIGE,	Gen'l Counsel,	Bridgeport, Conn.

Directors of the Company.

Name.	Residence.
WALTON CLARK, ...	Philadelphia, Pa.
W. T. HINCKS, ...	Bridgeport, Conn.
LEWIS LILLIE, ...	Philadelphia, Pa.
RANDAL MORGAN, ...	Philadelphia, Pa.
ALLAN W PAIGE, ...	Bridgeport, Conn.
H. G. RUNKLE, ...	Plainfield, N. J.
CHAS. G. SANFORD, ...	Bridgeport, Conn.
A. O. SHEPARDSON, ...	Waterbury, Conn.
R. A. C. SMITH, ...	New York, N. Y.
M. J. WARNER, ...	Branford, Conn.
A. M. YOUNG, ...	Branford, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, fourth Wednesday in September.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	Dividends during year.	
					Rate.	Amount.
Preferred,	\$8,142,900.00	81,429	\$100.00	\$8,142,900.00	4%	\$325,716.00
Common,	8,977,200.00	89,772	100.00	8,977,200.00	4%	359,088.00
Total,	\$17,120,100.00	171,201	\$100 00	\$17,120,100.00	....	\$684,804.00

Total number of stockholders: Preferred, 216; common, 902; total, 1,118.

Total number of stockholders in this state: Preferred, 168; common, 573; total, 741.

Amount of stock held in this state: Preferred, \$596,700; common, \$1,910,400; total, \$2,507,100.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
C. R. & L. Co., 1st refunding mortgage bonds, . . .	1-1-1901	50	1-1-1951	\$15,000,000	\$12,491,000.00
Bridgeport Trac. Co., 1st mtg.,	7-1-1893	30	7-1-1923	2,000,000	706,000.00
Derby St. Ry. Co., 1st mtg.,	4-1-1894	20	4-1-1914	150,000	59,700.00
Conn. L. & Pr. Co., 1st mtg.,	1-1-1899	40	1-1-1939	1,000,000	209,000.00
Total, . . . . .	.....	.....	.....	\$18,150,000	\$18,465,700.00

INTEREST.

Rate.	When payable.	Accrued during year.
4½ per cent.	January and July 1st.	\$562,095.00
5 "	January and July 1st.	35,300.00
6 "	April and October 1st.	3,582 00
5 "	January and July 1st.	10,450.00
Total, . . . . .	.....	\$611,427.00

Per mile of single track owned exclusive of sidings and turnouts, 221.718 miles.

*Capital stock outstanding, ... \$77,215.65

*Funded debt outstanding, ... 60,733.45

*Total, ... \$137,949.10

*Includes gas and electric departments.

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Engineering and superintendence, ...	\$92,148.18			\$92,148.18
Right of way, ...	74,924.78			74,924.78
Track and roadway construction, ...	1,175,866.20			1,175,866.20
Electric line construction, ...	828,069.89			828,069.89
Real estate used in operation of road, ...	27,496.00			27,496.00
Buildings and fixtures used in operation of road, ...	425,699.18			425,699.18
Investment real estate, ...	87,908.95			87,908.95
Total construction, ...	\$2,162,118.08			\$2,162,118.08
Power plant equipment, ...	\$965,705.44			\$965,705.44
Shop tools and machinery, ...	5,229.88			5,229.88
Cars, ...	340,512.08			340,512.08
Electric equipment of cars, ...	230,612.37			230,612.37
Miscellaneous equipment, ...	34,581.16			34,581.16
Miscellaneous, ...	5,309.78			5,309.78
Total equipment, ...	\$1,581,950.66			\$1,581,950.66
*Capital stock, bonds and property purchased, ...	\$27,534,736.46		\$300,000	\$27,234,736.46
Grand total construction and equipment, ...	\$31,278,800.15		\$300,000	\$30,978,800.15

* Includes gas and electric departments.

Income Account for Year ending June 30, 1910.**Income:**

Rental, ...	\$1,164,166.68
One month (July, 1909), @ \$1,045,000 per year, ...	\$87,083.33
Eleven months (Aug. 1, 1909, to June 30, 1910) @ \$1,175,000 per year, ...	1,077,083.35

Interest on bank deposits, ...	588.98
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Gross income, ...	\$1,164,755.66
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Deductions from gross income:

General expenses, ...	2,909.64
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Net income, ...	\$1,161,846.02
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Deductions from net income, ...				673,882.00
Interest on funded debt, ...	\$611,427.00			
Connecticut Railway & Lighting 1st and refunding 4½'s (January and June), \$12,491,000	\$562,095.00			
Conn. Lighting & Power 1st 5's (January and June), \$209,000	10,450.00			
Bridgeport Traction 1st 5's (January and June), \$708,000	35,300.00			
Derby Street Railway 1st 6's (April and October), \$59,700	3,582.00			
Sinking fund, ...		62,455.00		
One-half per cent. on \$12,491,000 Connecticut Railway and Lighting 1st and refunding 4½'s.				
Net profits, ...			\$487,964.02	
Accumulated rental from amount reserved for the purpose, ...			8,318.78	
Total, ...			\$496,282.80	
Dividends:				
Preferred stock, ...	\$325,716.00			
August, 14, 1909, 1%, ...	\$81,429.00			
Nov. 15, 1909, 1%, ...	81,429.00			
Feb. 15, 1910, 1%, ...	81,429.00			
May 14, 1910, 1%, ...	81,429.00			
Common stock, ...	170,566.80			
August 14, 1909, 1%, ...	\$89,772.00			
November 15, 1909, 1%, ...	89,772.00			
February 15, 1910, 1%, ...	89,772.00			
May 14, 1910, 1%, ...	89,772.00			
	\$359,088.00			
Less amount paid out of fund in hands of Colonial Trust Company, Trustee, as provided for in agreement dated December 19, 1906, ...	188,521.20			
Total, ...			\$496,282.80	
Surplus for year:				
Surplus at beginning of year, ...	\$160,552.44			
Profit or loss adjustments during year:				
Debits:				
Transferred to "Sinking Fund Reserve Prior to Aug. 1, 1906,"	\$123,134.58			
Adjustment of overpayment to sinking fund, ...	50.00			
Accumulated rental as above, ...	8,318.78	131,503.36	\$29,049.08	
Surplus at close of year, ...			\$29,049.08	

Comparative General Balance Sheet.

Item, June 30, 1909.	Total, June 30, 1909.	Assets.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$31,978,800.15	Construction and equipment, . .	.....	\$30,978,800.15	.....	\$300,000.00
.....	753,961.67	Consolidated Ry. Company, liability on expiration of lease, . . . .	.....	753,961.67	.....	.....
.....	333,736.71	Amount due from Lessee on expiration of lease, being equivalent of Current assets delivered to lessee when put in possession.	.....	.....	.....	.....
.....	333,736.71	Sinking fund accounts (Per Contra), . . . .	.....	411,181.96	.....	.....
\$383,000.00	.....	Bonds in sinking fund \$341,000 Connecticut Railway and Lighting 1st and refunding 4½'s (January and June), . .	\$341,000.00	.....	\$3,000.00	.....
736.71	.....	Cash in hands of trustee awaiting investment, . .	63,509.43	.....	61,772.77	.....
.....	.....	Accrued interest on bonds in sinking fund, 6 mos., at 4½% on \$341,000, . .	7,672.50	.....	7,672.50	.....
.....	437,334.78	Dividend fund (Per Contra), . . . .	.....	230,357.30	.....	196,967.46
.....	.....	Colonial Trust Company balance of fund deposited under agreement of December 19, 1906.	.....	.....	.....	.....
.....	76,816.61	Rental accounts, . .	.....	66,303.46	.....	.....
62,748.49	.....	Consolidated Railway Company balance of accrued rental, . .	84,415.17	.....	21,666.68	.....
14,068.13	.....	Balance in hands of Colonial Trust Company under agreement of December 19, 1906.	3,867.29	.....	.....	10,180.83
.....	47,878.40	Accrued amount receivable from dividend fund, . .	.....	20,324.00	.....	17,554.40
.....	.....	Amount of dividend fund applicable to Common stock dividends for months of May and June, 1910.	.....	.....	.....	.....
.....	5,040.53	Current assets, . .	.....	3,190.30	.....	.....
3,740.53	.....	Cash, ...	1,890.30	.....	.....	1,850.23
1,300.00	.....	Accounts receivable, ...	1,300.00	.....	.....	.....
.....	378.86	Treasury scrip Connecticut Ry. and Ltg. 1st and refunding 4½% bonds, . . . .	.....	.....	.....	378.86
.....						
.....	\$32,922,837.21	Total Assets, . .	.....	\$32,494,617.86	\$99,111.95	\$527,321.30

Comparative General Balance Sheet.—Continued.

Item, June 30, 1909.	Total, June 30, 1909.	Liabilities.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$17,130,100.00	Capital stock, . . .	.....	\$17,130,100.00	.....	.....
\$3,143,900.00	.....	Preferred, . . .	\$3,143,900.00	.....	.....	.....
8,977,300.00	.....	Common, . . .	8,977,300.00	.....	.....	.....
12,491,000.00	13,466,078.36	Funded debt, . . .	.....	13,466,700.00	.....	.....
.....	.....	Connecticut Rail- way and Lighting 1st and refunding 4½'s due January 1, 1951 (January and June), . . .	12,491,000.00	.....	.....	.....
378.36	.....	Scrp. Connecticut Railway & Light- ing Company's 4½'s bonds, . . .	.....	.....	.....	378.36
206,000.00	.....	Connecticut Light- ing and Power 1st 5's due January 1st, 1939, (January and June), . . .	206,000.00	.....	.....	.....
706,000.00	.....	Bridgeport Traction 1st 5's due July 1, 1923 (January and June), . . .	706,000.00	.....	.....	.....
59,700.00	.....	Derby Street Rail- way 1st 6's due April 1st, 1914, (April and Octo- ber), . . .	59,700.00	.....	.....	.....
.....	310,552.13	Sinking fund ac- counts (Per Contra), . . .	.....	411,181.98	.....	.....
.....	.....	Sinking fund re- serve prior to Au- gust 1st, 1906, (date of lease), . .	123,134.58	.....	\$123,134.58	.....
1,436.07	.....	Net sinking fund accretions prior to Aug. 1st, 1906, .	1,436.07	.....	.....	.....
206,126.08	.....	Consolidated Rail- Company contin- gent amount pay- able Jan. 1st, 1951, as per lease, . . .	206,621.33	.....	77,495.25	.....
.....	427,294.78	Dividend fund (Per Contra), . . .	.....	330,267.30	.....	196,927.48
.....	895.50	Balance of fund paid in under agree- ment of Dec. 19th, 1906, . . .	.....	895.50	.....	.....
.....	.....	Accrued interest on funded debt, . . .	.....	.....	.....	.....
.....	114,134.00	Three months at 6% on \$59,700 Derby Street Railway 1st 6's, . . .	.....	114,134.00	.....	.....
54,286.00	.....	Accrued dividends, Two months at 4% on \$3,143,900 pre- ferred, . . .	54,286.00	.....	.....	.....
59,848.00	.....	Two months at 4% on \$8,977,300 com- mon, . . .	59,848.00	.....	.....	.....
.....	500.00	Accounts payable, . .	.....	500.00	.....	.....
.....	100,552.44	Surplus, . . .	.....	29,049.08	.....	131,506.36
.....	1,423,800.00	Preferred stock ad- justment 1904, 1905, 1906, . . .	.....	1,123,800.00	.....	300,000.00
.....	.....	Total liabilities, . .	.....	\$32,494,617.86	\$300,629.35	\$623,849.30

CROSSINGS, ETC.		No.
Steam railroad crossings at grade unprotected, ...		1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...		6
Steam railroad crossings at grade protected by signal or inter- locking devices, ...		1
Steam railroad crossings over grade, ...		23
Steam railroad crossings under grade, ...		6

Description of Road and Equipment.

TRACK.		Owned
Length of road (first main track), ...		162.080
Length of second main track, ...		59.638
Total length of main track, ...		221.718
Length of sidings and turnouts, ...		77.62
Total computed as single track, ...		229.490

RAILS.			
	Weight per yard.	Steel. (Miles of.)	Total.
"T,"	35-95	213.266	213.266
Girder Tram, ...	80-90	14.885	14.885
Girder Groove, ...	85-92	1.329	1.329
Total miles of, ...		229.480	229.490
Gauge of track, 4 feet 8½ inches.			

PAVING.		Miles
Asphalt, sheet, ...		2.625
Asphalt, block, ...		0.296
Hassam pavement, ...		0.094
Belgium block, ...		5.866
Bituminous macadam, ...		1.793
Macadam, ...		55.129
Brick, ...		12.403
Wood block, ...		0.919
Cobble, ...		13.782
Total miles, ...		92.907

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	74	23	97
Closed passenger cars equipped with half vestibule, ...	81	19	100
Closed passenger cars not equipped with vestibule, ...	2	..	2
Open passenger cars, ...	194	7	201
Total passenger cars, ...	351	49	400
Express cars, ...	5	..	5
Work cars, ...	21	17	38
Snow plows, ...	5	24	29
Sweepers, ...	..	1	1
Miscellaneous, ...	1	..	1
Total, ...	388	91	474

Oath.

STATE OF PENNSYLVANIA, }
COUNTY OF PHILADELPHIA, } ss.

Personally appeared before me, James Ball, assistant treasurer of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ended June 30, 1910, according to the best of his knowledge and belief.

Signed,

JAMES BALL,
Assistant Treasurer.

Sworn and subscribed to before me this 13th day of September, A. D. 1910.

F. H. MacMORRIS,
Notary Public.

My commission expires March 23, 1913.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Personally appeared before me, A. M. Young, President of the Connecticut Railway and Lighting Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of his knowledge and belief. \

Signed,

A. M. YOUNG,

President.

Sworn and subscribed to before me this fourteenth day of September, A. D. 1910.

MINNIE MITTELDORFER,

Notary Public, New York County, No. 258.

THE CONNECTICUT COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	Not fixed	
Capital stock outstanding, ...	\$40,000,000.00	
Total stock, bonds, and floating debt, ...	40,000,000.00	
Capital stock issued per mile of road owned, ...	87,327.85	
Total cost of construction and equipment, ...	39,778,834.83	
Cost of construction and equipment per mile of road owned, ...	86,845.01	
Gross earnings from operation, ...	7,235,728.78	
Operating expenses, ...	4,461,589.69	
Net earnings, ...	2,774,139.09	
Income from other sources, ...	60,559.54	
Gross income from all sources, ...	2,834,698.63	
Per cent. of operating expenses to gross earnings,		61.66
Gross earnings per mile operated, ...	9,765.34	
Operating expenses per mile operated, ...	6,021.36	
Net earnings per mile operated, ...	3,743.98	
Car earnings per car mile, ...	.2680	
Miscellaneous earnings per car mile, ...	.57	
Gross earnings per car mile, ...	.2737	
Operating expenses per car mile, ...	.1688	
Net earnings per car mile, ...	.1049	
Car earnings per car hour, ...	2.47	
Miscellaneous earnings per car hour, ...	.05	
Gross earnings per car hour, ...	2.52	
Operating expenses per car hour, ...	1.55	
Net earnings per car hour, ...	.97	
Taxes paid state, ...	2,747.87	
Dividend paid, ...	600,000.00	
Total length of main track owned, ...		458.044
Total length of main track operated, ...		740.960
Total car mileage, ...		26,438,304
Total car hours, ...		2,862,585
Fare passengers carried, ...		137,263,071
Fare passengers per mile run (passenger), ...		5.293
Fare passengers per car hour (passenger), ...		49.513
Fare passengers per mile of main track operated, ...		185.250
Average fare revenue passengers, ...		4.936
Average fare all passengers (including transfer passengers), ...		4.138
Average number of employees during year, ...		4,498
Accidents: Killed, ...		35
Injured, ...		2,139

Description of Lines.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts	Total comput- ed as single track.
N. Haven Division:						
Church and Chapel	Stony Creek	15.140	7.182	22.272	.498	22.770
East Haven	Mansfield's Grove	2.484	2.175	4.659	.045	4.704
Grannis Corner	Lighthouse	8.423	3.298	6.719	.160	6.879
Chapel Street	R. R. Crossing	.202	.198	.400	.....	.400
R. R. Crossing	Grannis Corner	1.082	.....	1.082	.202	1.284
Viaduct & Chapel	S. End of "Y" and					
N. Line of Water	R. R. Station	.286	.284	.570	.060	.630
State Street	R. R. Crossing	.784	.747	1.511	.018	1.524
State and Chapel	Cemetery Wallingf'd	14.232	8.277	17.509	.378	17.883
Church and Elm	Schuetzen Park	2.941	1.917	4.868	.128	4.996
State and James	Chapel and Ferry	1.299	1.299	2.598	.095	2.693
Church and Chapel	Mt. Carmel	7.879	8.478	11.352	.185	11.537
Church and Chapel	Orange Hills	5.517	5.517	11.034	.464	11.498
Chapel and York	Westville	3.266	2.838	5.604	.044	5.648
Broadway	Blake's Corner	3.742	1.705	5.447	.064	5.511
Dixwell Ave.	Car Barn	.937	.405	1.342	.....	1.342
Church and Elm	Whalley Ave.	3.879	1.170	4.549	.816	4.865
Chapel and College	Read Street	1.922	1.180	3.052	.016	3.068
Chapel and College	Derby Ave.	1.288	.053	1.341	.077	1.418
Church and Chapel	Savin Rock	4.697	4.697	9.394	.406	9.800
State Street	Meadow Street	.145	.....	.145	.....	.145
Church & Meadow	Campbell Av. & Elm	8.178	3.178	6.356	.055	6.411
Congress Ave.	George Street	1.180	.495	1.675	.053	1.728
Congress Ave.	Washington Ave. and					
	Boul.	.828	.161	.989	.....	.989
Kimberly Ave.	City Point	.768	.899	1.157	.....	1.157
Chapel Street	Congress Ave.	.287	.....	.287	.027	.314
College Street	Meadow Street	.196	.....	.196	.087	.283
S. End of "Y" at						
Chapel	N. Line of Water St.	.217	.217	.434	.020	.454
Savin Rock	Woodmont	8.660	3.660	7.320	.101	7.421
Meriden Division:						
Hartford Div. R. R.						
Crossing Meriden	East Meriden	2.718	.....	2.718	.198	2.911
East Main Street	Connection with Spur of M. M. & W.	.991	.....	.991	.038	1.029
East Main Street	Ann Street	.609	.....	.609	.037	.646
R. R. Crossing Mer- iden	Lazy Lane	10.246	.387	10.538	.555	11.183
West Main Street	North Colony Street	1.362	.....	1.362	.072	1.434
West Main Street	R. R. Crossing Wal- lingford	7.796	1.807	9.108	.547	9.655
Hanover Street	Archer's Corner	1.834	.188	1.972	.....	1.972
Lazy Lane	Compounce	3.867	.....	3.867	.168	3.535
West Main Street	Hanover Street	.116	.....	.116	.....	.116
R. R. Crossing	Martin Ave.	.922	.....	.922	.087	.950
Dickerman's corner						
Milldale	Scott's Jct. (Cheshire)	4.100	.300	4.400	.048	4.448
Middletown Div.:						
Berlin Branch	Cromwell	1.921	.....	1.921	.124	2.045
R. R. Station (Mid- dletown)	Westfield	3.517	.....	3.517	.356	3.773
Westfield	Pratt Street, Meriden	6.849	.....	6.849	.294	7.143
Post Office	Lakeview Park	3.110	.894	3.504	.608	4.107

Description of Lines — Continued.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Middlet'n Div.—Cont.:						
Pleasant Street	Russell Street	1.154	.....	1.154	....	1.154
Main Street	Asylum Street end	.798	.....	.798	.....	.798
Jct. Hartford line	Gildersleeve	2.702	.....	2.702	.159	2.861
Washington Square	Lawn Ave.	.539	.....	.539	.039	.578
Main and Rapallo	R. R. Connection	.248	.....	.248	.121	.369
Post Office	R. R. Sta. (Middle- town)	.496	.434	.930	.095	1.025
Main and Grand	Middlefield Center	5.163	.....	5.163	.093	5.256
Cromwell	Rocky Hill	4.295	.468	4.763	.....	4.763
N. London Division:						
Parade	Ocean Beach	4.047	1.768	5.815	.418	6.228
Parade	Cemetery	2.169	.....	2.169	.245	2.414
State Street	Broad Street	1.080	.....	1.080	.....	1.080
Blackhall Street	Bank Street	.190	.054	.244	.....	.244
Broad Street	Main Street	.436	.....	.436	.....	.436
State Street	Thamesv'le Car Barn	11.088	.543	11.581	.869	11.950
Franklin Square	Thamesv'le Car Barn	2.047	.074	2.121	.018	2.184
Thames Square	Bacchus Corner	1.341	.....	1.341	.....	1.341
Main Street	Laurel Hill School	.912	.....	.912	.....	.912
Franklin Square	Yantic	4.892	.....	4.892	.249	5.141
Franklin Square	R. R. Crossing, Wil- limantic	18.647	2.951	21.598	.538	22.121
Taft's Sta., Conn.	Central Village	15.947	3.149	19.096	.216	19.312
Boswell Ave.	Railroad Tracks	.200	.170	.370	.028	.398
R. R. Cross. Will'm's	South Coventry	6.828	.....	6.828	.284	7.112
Elmville	East Killingly	3.869	.....	3.869	.....	3.869
Central Village	Moosup	1.671	.....	1.671	.....	1.671
Central Village	West Thompson	19.589	.....	19.589	.517	20.056
Torrington Division:						
Torrington	Winsted	11.399	.....	11.399	.150	11.449
Highland Lake Jct	Highland Lake	1.136	.....	1.136	.091	1.227
Hartford Division:						
Main & Asylum	Rainbow Park	12.855	3.410	15.765	.504	16.269
Windsor Ave.	Keney Park	1.185	.014	1.199	.045	1.244
Windsor Ave.	Bloomfield	6.641	1.456	8.097	.089	8.186
Blue Hills Ave.	Bloomfield Ave.	1.295	.....	1.295	.....	1.295
Albany Ave.	Love Lane	1.036	.045	1.081	.129	1.210
Main & Morgan Sts.	Rockville	16.862	2.717	19.579	.854	20.438
Rockville Station	Stafford Springs	12.985	.....	12.985	.484	13.419
Love Lane	Manchester Green	3.625	.....	3.625	.060	3.685
Manchester Center	Manchester Station	1.263	.....	1.263	.082	1.295
Burnside Ave.	Burnside	.199	.....	.199	.....	.199
Burnside Ave.	Burnside Station	.679	.631	1.310	.181	1.491
Burnside Ave.	East Windsor Hill	6.844	.731	7.075	.227	7.302
Morgan Street	South Glastonbury	8.023	.....	8.023	.411	8.434
Main & Asylum Sts.	Boulevard & Morgan	.592	.574	1.166	.098	1.264
State Street	Morgan Street	.262	.....	.262	.....	.262
Main & Asylum Sts.	Newington	5.762	5.700	11.462	.714	12.176
Newington Ave.	Elmwood	1.422	.....	1.422	.....	1.422
New Britain Ave.	Cedar Hill	1.073	.....	1.073	.....	1.073
Maple & Retreat	Rocky Hill	8.552	2.757	11.309	.024	11.333
Main Street	Quaker Lane	2.961	.276	3.237	.128	3.365
Park Street	New Britain Ave.	1.205	.....	1.205	.043	1.248
Park Street	Vernon & Retreat	.725	.086	.761	.082	.843

Description of Lines — Continued.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Hartford Div.—Cont.:						
Main & Wethersfield	Wethersfield	4.185	1.937	6.122	.478	6.595
Park Street	End	2.465	.....	2.465	.044	2.509
Main Street	Masseck	.928	.049	.966	.108	1.074
Main & Asylum	Unionville	13.052	1.902	14.954	.530	15.584
Farmington Ave.	Charter Oak Park	2.848	2.062	4.405	.210	4.615
Farmington Ave.	Woodland Street	.881	.040	.921	.246	1.167
Farmington Ave.	Woodland Street	1.068	.....	1.068	.088	1.146
Asylum & Ford	Amer. Row & State	.570	.289	.859	.196	1.055
Ford & Asylum	Laurel & Park	1.484	.900	2.384	.242	2.576
Capitol Ave.	Park Street	.856	.036	.892	.....	.892
Burnside Station	Vernon	8.272	8.224	16.496	.322	16.818
Vernon	Rockville	4.440	.863	4.803	.817	5.620
Manchester Center	South Manchester	.762	.....	.762	.026	.788
Stamford Division:						
Atlantic Square	Woodside Street	.748	.082	.780	.040	.820
Atlantic Square	Shippan Point	2.794	1.175	3.969	.187	4.156
Elm Street	Springdale	3.267	.048	3.315	.108	3.418
Hope Street	End	.190	.....	.190	.....	.190
Elm Street	Noroton River	1.350	.030	1.380	.....	1.380
Shippan Ave.	Weed Avenue	1.118	.044	1.162	.....	1.162
Atlantic Square	Atlantic Street	1.110	.377	1.487	.120	1.607
Atlantic Street	Atlantic Street	.524	.806	.830	.120	.950
South Street	Adam's Corner	4.520	.....	4.520	.171	4.691
Atlantic Square	Mianus River	2.966	.070	3.036	.167	3.203
Bridgeport Division:						
Main St. & Fairfield Ave.	Seaside Park	1.000	.957	1.957	.022	1.979
Main & State Sts.	State & Fairfield Ave.	1.518	1.518	3.036	.047	3.083
State & Broad Sts.	Broad St. & Fairfield Ave.	.190	.....	.190	.119	.309
State & Park Sts.	Seaside Park	.858	.284	1.142	.....	1.142
State & Park Sts.	Mountain Grove Cem.	1.659	1.642	3.301	.051	3.352
North & Brooklawn Aves.	Brooklawn Country Club	.658	.629	1.282	.....	1.282
Main St. & Fairfield Ave.	East Ave.—Norwalk Cemetery	18.278	3.204	16.477	1.081	17.558
Hotel Square	Compo Beach	.900	.....	.900	.....	.900
Darrow's Corner	Saugatuck R. R. Sta.	3.318	.....	3.318	.106	3.426
Saugatuck Junction	Saugatuck R. R. Sta.	.233	.....	.233	.....	.233
Main St. & Fairfield Ave.	Savoy St.	2.097	2.055	4.152	.047	4.199
Main & Congress Sts.	Oak St. & North Ave.	1.086	1.022	2.059	.....	2.059
Main & Congress Sts.	E. Washington Ave. & Williams St.	.372	.372	.744	.....	.744
Main St. & E. Washington Ave.	Mill Hill Ave.	1.496	1.477	2.969	.054	3.023
Barnum Ave.	Beardsley Park	1.860	1.850	2.710	.026	2.736
Main St. & North Ave.	Trumbull Road	.855	.839	1.694	.....	1.694
Main St. & Fairfield Ave.	Woodmont	14.539	10.787	25.276	.497	25.773
Fairfield Ave. & Water St.	Main & Golden Hill Sts.	.188	.188	.376	.109	.478
Stratford Ave.	Lakeview Cemetery	1.756	1.878	3.184	.091	3.225

Description of Lines — Continued.

From	To	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Bridgeport Div.—Cont:						
Stratford & Seaview Ave.	Steeplechase Ferry	.729	.709	1.438	.012	1.450
Main & E. Broad	S. End T.O.—Shelton	9.240	5.420	14.660	.842	15.002
Norwalk Division:						
Main & Wall Sts.	Noroton River	9.222	2.984	12.206	.860	12.566
Wall St. & Belden Ave.	Broad River	1.247	.....	1.247	.040	1.287
Main St. & R.R. Ave.	S. Main & Monroe Sts.	.850	.....	.850	.199	.549
Roton Point Jct.	Roton Point	.702	.185	.887	.085	.972
Main & Wall Sts.	Winnipauk	2.025	.489	2.514	.059	2.573
Main & Wall Sts.	End of Line	.846	.820	1.666	.026	1.692
Mill Hill	Main St. & Washing- ton Ave.	1.990	.041	2.031	.090	2.121
Dorlon's Point Jct	Dorlon's Point	1.597	.....	1.597	.059	1.656
Waterbury Division:						
Exchange Place	Beacon Falls	9.637	2.724	12.361	.409	12.770
Bank & So. Main Sts.	Porter St.	.956	.....	.956	.210	1.166
Exchange Place	City Line	8.232	.679	8.901	.189	4.090
Robbin St. Jct.	Watertown	4.839	.436	5.275	.262	5.537
W. Main & N. Wil- low Sts.	City Line	4.186	1.230	5.416	.864	5.780
Exchange Place	Forest Park	1.750	.398	2.148	.183	2.331
Exchange Place	Mt. Carmel	15.454	6.412	21.866	.253	22.119
E Main & Coles Sts.	Pearl Lake Road	2.094	.....	2.094	.149	2.243
City Line (Water- bury)	Thomaston	5.547	.....	5.547	.808	5.850
City Line (Water- bury)	No. Woodbury	9.961	.....	9.961	1.230	11.191
Derby Division:						
Main & Elizabeth Sts.	South End Turnout	1.155	.....	1.155	.096	1.251
Bridge St. & Howe Ave.	Riverside Park	.879	.....	.879	.022	.901
Bridge St. & Housa- tonic Ave	Housatonic Park	1.068	.....	1.068	.065	1.133
Main & Elizabeth Sts., Derby	Main & Bridge Sts.	1.889	.....	1.889	.169	2.008
Clifton & Bridge Sts.	Ansonia	1.197	.....	1.197	.094	1.291
Main & Elizabeth Sts.	Scotland Street	9.215	1.849	10.564	.723	11.287
Seymour Junction	Beacon Falls	.350	.....	.350	.....	.350
E. Derby Junction	N. Main & Fourth Sts.	3.779	8.466	7.245	.012	7.257
New Britain Division:						
Central park	Race Brook	4.633	2.712	7.345	.297	7.642
Central park	Newington	4.463	.524	4.987	.235	5.222
Main & Chesnut St.	Berlin	.170	.....	.170	.016	.186
Chesnut & Stanley Sts.	Elm & Chesnut Sts.	.275	.....	.275	.....	.275
Main & Arch Sts.	Fairview St.	.814	.....	.814	.044	.858
Main & Church Sts.	Schuetzen Park	1.586	.....	1.586	.088	1.674
Main & E. Main Sts.	Allen St.	.839	.....	.839	.047	.886
Main & W. Main Sts.	Fairview Cemetery	8.331	1.111	9.442	.270	9.712
	Lazy Lane					
Total,		534.387	156.573	740.960	27.668	768.628

Corporate Name and Address of Company.

The Connecticut Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Incorporated under the laws of the State of Connecticut. Merged June 30, 1909, with the Columbia Traction Co. Purchased Feb. 28, 1910, substantially all the various street railway properties of the New York, New Haven and Hartford Railroad Company. Operates under leases the railways of the West Shore Railway Company and the Connecticut Railway and Lighting Company.

Officers of The Connecticut Company.

Name	Title	Office Address
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Vice-President,	" " "
H. M. KOCHERSPERGER,	"	" " "
E. H. MCHENEY,	"	" " "
JOHN G. PARKER,	Secretary,	" " "
ARTHUR E. CLARK,	Ass't Secretary,	" " "
AUGUSTUS S. MAY,	Treasurer,	" " "
THOMAS F. PARADISE,	Ass't Treasurer,	" " "
E. D. ROBBINS,	General Counsel,	" " "
H. A. FABIAN,	Mgr. of Purchases and Supplies,	Boston, Mass.
C. L. CAMPBELL,	Auditor,	New Haven, Conn.
M. J. LEABY,	Gen. Frt. and Pass. Agent,	" " "
J. K. PUNDERFORD,	General Manager,	" " "
F. P. HARLAN,	Manager, New Haven Div.,	" " "
S. ANDERSON,	" New London Div.,	Norwich, Conn.
W. P. BRISTOL,	" Hartford Div.,	Hartford, Conn.
R. P. LEE,	Acting Supt., Meriden Div.,	Meriden, Conn.
F. A. HEWITT,	Supt., Middletown Div.,	Middletown, "
C. H. CHAPMAN,	" Bridgeport Div.,	Bridgeport, "
F. L. BEARDSLEY,	" Derby Div.,	Derby, "
G. H. CAFFREY,	" Norwalk Div.,	So. Norwalk, "
H. L. WALES,	" Waterbury Div.,	Waterbury, "
L. S. RISLEY,	" New Britain Div.,	New Britain, "
CHARLES ALDIS,	" Torrington Div.,	Burrville, "
J. B. POTTER,	" Stamford Div.,	Port Chester, N. Y.

Directors of the Company.

Name.	Residence.
C. S. MELLEN, ...	New Haven, Conn.
GEORGE J. BRUSH, ...	" "
JAMES S. HEMINGWAY, ...	" "
JAMES S. ELTON, ...	Waterbury, "
D. NEWTON BARNEY, ...	Farmington, "
CHARLES F. BROOKER, ...	Ansonia, Conn.
FREDERICK F. BREWSTER, ...	New Haven, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in March.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par Value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	Not Fixed.		\$100.00	\$40,000,000	1½%	\$600,000.00

Total number of stockholders, 8.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$40,000,000.00

Per mile of single track owned exclusive of sidings and turnouts, 458.044 miles.

Capital stock outstanding, ... \$87,327.85

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Engineering and superintendence, . .	\$11,112.19	\$10,700.68	\$21,812.87
Right of way, ...	7,284.10	119.19	7,353.29
Track and roadway construction, . .	289,678.46	60,147.16	299,820.62
Electric line construction, ...	83,318.80	27,943.02	61,156.82
Real estate used in operation of road, . .	3,000.00	165.00	3,165.00
Buildings and fixtures used in operation of road, ...		156,400.89	156,400.89
Interest and discount, ...	12,804.54		12,804.54
Miscellaneous, ...	12,545.81		12,545.81
Total construction, ...	\$319,582.90	\$255,475.94	\$575,058.84
Power plant equipment, ...		\$3,179.41	\$3,179.41
Shop tools and machinery, ...		749.99	749.99
Cars, ...		62,827.97	62,827.97
Electric equipment of cars, ...		15,242.46	15,242.46
Miscellaneous equipment, ...		5,405.68	5,405.68
Miscellaneous, ...		69,754.11	69,754.11
Properties acquired by purchase, ...		89,046,616.87	89,046,616.87
Grand total construction and equipment, ...	\$319,582.90	\$89,459,251.93	\$89,778,834.83
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...			\$86,845.01

Construction and Equipment, Leased Lines.

Account.	Additions during year.	Deductions during year.	Total Cost to June 30, 1910.	Balance June 30, 1910.
Engineering and superintendence, ...	\$3,084.29	\$820.65	\$2,263.64	\$2,263.64
Right of way, ...	558.28		558.28	558.28
Track and roadway construction, ...	38,270.41		38,270.41	38,270.41
Electric line construction, ...	8,848.20		8,848.20	8,848.20
Real estate used in operation of road, ...	166.75		166.75	166.75
Buildings and fixtures used in operation of road, ...	84,480.75		84,480.75	84,480.75
Total construction, ...	\$84,908.63	\$820.65	\$84,087.98	\$84,087.98
Power plant equipment, ...	\$495.14		\$495.14	\$495.14
Shop tools and machinery, ...	4.75		4.75	4.75
Miscellaneous equipment, ...	85.62		85.62	85.62
Miscellaneous, ...	958.76		958.76	958.76
Amount expended on leased lines by N. Y., N. & H. R. R. Co., which account was acquired by this Company, ...	1,505,855.73		1,505,855.73	1,505,855.73
Grand total construction and equipment, ...	\$1,592,308.63	\$820.65	\$1,591,487.98	\$1,591,487.98

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$7,235,728.78	
Operating expenses, ...	4,461,589.69	
Net earnings from operation, ...		\$2,774,139.09
Miscellaneous income:		
Interest on deposits, ...	\$3,701.29	
Income from securities owned, ...	56,857.42	
Profit on sale of material, ...	.83	60,559.54
Gross income less operating expenses, ...		\$2,834,698.63
Deductions from income:		
Taxes:		
On real and personal property, ...	\$8,570.40	
On capital stock, ...	2,747.87	
On earnings, ...	18,301.22	
Miscellaneous, ...	236.25	29,855.74
Rent of leased lines, ...	296,346.24	326,201.93
Net income, ...		\$2,508,496.65

Income Account for Year ending June 30, 1910 — Continued.**Deductions from net income:**

Paid over to N. Y., N. H. & H. R. R. Co., in accordance with contract, net income to Feb. 28, 1910, ...	\$1,889,689.09	
Dividends, 1½ per cent. on \$40,000,000.00 common stock, ...	600,000.00	2,489,689.09
Surplus at close of year, ...		18,807.56

Gross Earnings from Operation.**Car earnings:**

Passengers, ...	\$6,775,445.43	
Chartered cars, ...	27,430.19	
Mail, ...	9,469.36	
Express, ...	272,591.96	
		\$7,084,936.94

Miscellaneous earnings:

Advertising, ...	\$22,866.85	
Rent of land and buildings, ...	3,341.63	
Rent of tracks, ...	23,961.44	
Rent of equipment, ...	876.79	
Sale of power, ...	46,926.09	
Other miscellaneous earnings, ...	3,671.51	
Park earnings, ...	49,147.53	150,791.84
Total, ...		\$7,235,728.78

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway, ...	\$663,259.70	
Maintenance of electric line, ...	140,061.74	
Maintenance of buildings and fixtures, ...	30,726.46	
Total, ...		\$834,047.90

Equipment:

Maintenance of steam plant, ...	\$40,169.55	
Maintenance of electric plant, ...	18,362.89	
Maintenance of cars, ...	234,796.67	
Maintenance of electric equipment of cars, ...	173,415.56	
Maintenance of miscellaneous equipment, ...	17,008.74	
Miscellaneous shop expenses, ...	34,971.71	
Total, ...		518,725.12

Operating Expenses — Continued.**TRANSPORTATION.****Operation of power plant:**

Power plant wages, ...	\$110,494.54
Fuel for power, ...	331,748.07
Water for power, ...	12,753.76
Lubricants and waste for power plant, ...	11,231.12
Miscellaneous supplies and expenses of power plant, ...	7,624.80
Hired power, ...	310,738.07

Total, ...	784,590.36
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Operation of cars:

Superintendence of transportation, ...	\$66,391.49
Wages of conductors, ...	645,191.68
Wages of motormen, ...	667,907.87
Wages of miscellaneous car service employees, ...	62,739.89
Wages of car house employees, ...	98,376.70
Car service supplies, ...	23,296.31
Miscellaneous car service expenses, ...	63,021.18
Hired equipment, ...	16,203.45
Cleaning and sanding track, ...	47,959.92
Removal of snow and ice, ...	44,460.01

Total, ...	1,735,548.50
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GENERAL.

Salaries of general officers, ...	\$44,331.49
Salaries of clerks, ...	75,494.60
Printing and stationery, ...	12,796.97
Miscellaneous office expenses, ...	12,427.16
Stores expenses, ...	19,662.31
Stable expenses, ...	8,375.47
Advertising and attractions, ...	33,551.89
Miscellaneous general expenses, ...	28,133.81
Damages, ...	170,205.68
Miscellaneous legal expenses, ...	6,210.73
Rent of land and buildings, ...	1,533.20
Rent of tracks and terminals, ...	24.50
Insurance, ...	53,130.88
Express department expenses, ...	122,799.12

Total, ...	588,677.81
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Grand total, ...	\$4,461,589.69
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Detailed Statement of Rentals of Leased Lines.

	"A"	"B"	"C"	"D"
NAME OF LESSOR.	Portion used for payment of interest on debt to lessor.	Portion used for payment of dividends on capital stock of lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
South Manchester Light, Power and Tramway Co.,			\$600.00	\$600.00
The West Shore Railway Company,	\$500.00	\$1,833.84		1,833.84
Connecticut Railway and Lighting Co.,			293,750.00	293,750.00
N. Y., N. H. & H. R. R. Co.,			162.90	162.90
Total, ...	\$500.00	\$1,833.84	\$294,512.90	\$296,846.74

Comparative General Balance Sheet.

Item, June 30, 1909.	Assets.	Item, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$319,532.90	Construction & equipment,	\$39,778,884.83	\$39,459,351.93	
.....	Construction and equip-	1,591,487.98	1,591,487.98	
	ment, leased lines, .			
	Other permanent invest-			
.....	ments as follows :			
	Stocks and bonds of other	38,669.38	38,669.38	
	companies, ...			
	Current assets as follows:			
503,217.11	Cash, ...	842,499.65		\$160,717.46
2,743.63	Bills receivable, ...	3,749,394.66	3,746,645.98	
273,905.63	Accounts receivable, ...	718,293.67	444,387.02	
668,022.53	Material and supplies, ...	679,487.64	21,415.11	
24,076.63	Prepaid accounts, ...	27,205.65	3,129.02	
40,231.03	Due from agents and con-	43,239.46	3,018.43	
.....	ductors, ...	56,410.87	56,410.87	
	Other current assets, ...	51,481.01		
874,039.68	Items in suspense, ...			322,558.67
\$2,195,814.21	Total, ...	\$47,076,953.80	\$45,864,415.72	\$188,276.18

Comparative General Balance Sheet—Continued.

Item, June 30, 1909.	Liabilities.	Item, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$275,000.00	Capital Stock, common, Current liabilities as fol- lows:	\$40,000,000.00	\$39,725,000.00	.....
1,519,679.69	Accounts payable, . . .	628,887.86	.....	\$391,283.33
.....	Matured interest on funded debt unpaid, . . .	800.00	800.00	.....
.....	Dividends unpaid, . . .	2,000.62	2,000.62	.....
635.61	Other working liabilities, .	68,512.63	67,877.02	.....
309,582.90	Advances by N. Y. N. H. & H. R. R. Co. for construc- tion, . . .	.....	.....	309,582.90
16,882.09	Outstanding tickets, . . .	.....	.....	16,882.09
.....	Accrued liabilities as fol- lows:	.....	.....	.....
126.34	Rentals accrued and not yet due, . . .	68,619.72	68,491.88	.....
.....	Items in suspense, . . .	1,501.99	1,501.99	.....
.....	Rehabilitation Fund, . . .	4,702,890.64	4,702,890.64	.....
.....	Deferred liability net assets C. R. & L. Co., . . .	629,018.34	629,018.34	.....
74,414.58	Reserves, . . .	961,919.94	887,505.36	.....
.....	Surplus, . . .	18,807.56	18,807.56	.....
\$2,195,814.21	Total, . . .	\$47,076,953.80	\$46,098,887.91	\$2,127,248.22

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	25,933,046
Freight, mail, and express car mileage, ...	505,258
Total car mileage, ...	26,438,304
Passenger car hours, ...	2,772,284
Freight, mail, and express car hours, ...	90,301
Total car hours, ...	2,862,585
Fare passengers carried, ...	137,263,071
Transfer passengers carried, ...	26,453,802
Total passengers carried, ...	163,716,873
Average fare, revenue passengers, ...	4.936
Average fare, all passengers (including transfer passengers), ...	4.138
Car earnings per car mile, ...	.2680
Miscellaneous earnings per car mile, ...	.57
Gross earning per car mile, ...	.2737
Car earnings per car hour, ...	2.47
Miscellaneous earnings per car hour, ...	.05
Gross earnings per car hour, ...	2.52
Operating expenses per car mile, ...	.1688
Operating expenses and taxes per car mile, ...	.1699

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Operating expenses per car hour, ...	1.55
Operating expenses and taxes per car hour, ...	1.57
Operating expenses per cent. of gross earnings, ...	61.66
Operating expenses and taxes per cent. of gross earnings, ...	62.07
Average number of employees, not including officials, during year, ...	4,498
Aggregate amount of wages paid employees, ...	\$2,846,578.65
Amount of salaries paid officials, ...	47,289.50

CROSSINGS, ETC.

	Number.
Steam railroad crossings at grade unprotected, ...	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	11
Steam railroad crossings at grade protected by signal or interlocking devices, ...	4
Steam railroad crossings at grade protected by derailling devices on street railway, ...	0
Steam railroad crossings over grade, ...	46
Steam railroad crossings under grade, ...	30

Commutation and other forms of tickets sold at reduced rates:

Twenty-five ride book, Meriden to Wallingford, \$2.25.

" " Meriden to Yalesville, \$2.00.

" " Meriden to Tracy, \$1.50.

" " Tracy and Wallingford, \$1.50.

" " South Meriden and Wallingford, \$2.00.

Forty ride pupils' books, \$1.00.

Monthly commutation books in coupon form are sold at one-half the regular rates, good between Manchester and Burnside, Manchester and Rockville, Burnside and Rockville.

Fifty ride book, Hartford to Windsor, \$4.00.

" " Hartford to Glastonbury, \$4.00.

" " Hartford to Rainbow Park, \$5.00.

" " South Glastonbury, \$5.00.

Twenty ride book, Windsor to Poquonock, \$1.00.

Twenty-one ride strips, any 5c. fare limit in New Britain, \$1.00.

Twenty-five ride strips, any 5c. fare limit in Waterbury, \$1.00.

Twenty ride books, Far Mill River to Stratford Pole, \$1.00.

Twenty ride books, Far Mill River to Derby, \$1.00.

Description of Road and Equipment.

TRACK.

	Owned.	Leased.	Operated under track-age rights.	Total operated.
Length of road (first main track),	876.722	199.491	8.174	584.887
Length of second main track, . . .	81.322	74.671	.580	156.578
Total length of main track, . . .	458.044	274.162	8.754	740.960
Length of sidings and turnouts, . . .	17.780	8.845	1.098	27.668
Total computed as single track,	475.774	283.007	9.847	768.638

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T."	40 to 95 lbs.	701.022	701.022
Girder Tram, ...	70 to 90 lbs.	48.895	48.895
Girder Groove, ...	85 to 125 lbs.	18.711	18.711
Total miles of, . . . . .	.....	768.628	768.628
Gauge of track	4' 8 $\frac{1}{2}$"	.....	.....

PAVING.

	Miles.
Asphalt, sheet, ...	13.204
Brick, ...	29.161
Asphalt, block, ...	1.900
Cobble, ...	15.067
Belgium block, ...	14.586
Bituminous macadam, ...	3.250
Macadam, ...	175.149
Concrete pavement, ...	.094
Stone ballast, ...	23.180
Granitoid, ...	1.281
Wood, ...	2.341
Total miles, ...	279.213

Description of Road and Equipment — *Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	655	83	688
Closed passenger cars equipped with half vestibule, ...	10	2	12
Closed passenger cars not equipped with vestibule, ...	26	5	31
Open passenger cars, ...	755	15	770
Combination closed and open passenger cars, ...	2	..	2
Total passenger cars, ...	1,448	55	1,503
Freight cars, ...	2	5	7
Express cars, ...	25	..	25
Combination cars, ...	4	..	4
Work cars, ...	48	69	117
Snow plows, ...	67	24	91
Sweepers, ...	15	4	19
Miscellaneous, ...	40	14	54
Total, ...	1,649	171	1,820

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	9.8	20½c. to 26c. per hour.
Motormen, ...	9.8	20½c. to 26c. per hour.
Starters, ...	10.6	\$3.64
Watchmen, ...	11.8	1.78
Switchmen, ...	9.5	1.44
Roadmen, ...	10	1.59
Hostlers, ...	10.2	1.88
Linemen, ...	9.7	2.49
Engineers, ...	10	2.71
Firemen, ...	9.7	2.05
Electricians, ...	10	2.84
Machinists and Mechanics, ...	10	2.57

List of All Accidents During Year ended June 30, 1910.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	641	4	979	4	1620
Employees, ...	..	52	7	73	7	125
Other persons, ...	1	184	23	260	24	894
Total, ...	1	827	34	1312	35	2189

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$103,679.03

Description of Accidents

1909.

- July 1. Manchester. Frank Lawler, lineman, fell from pole; badly bruised.
Bridgeport. Collision of cars. One unknown man bruised and shaken up.
New Britain. Lady fell while alighting from car at standstill; slightly injured; Mrs. Noe.
- July 2. New Haven. W. W. Cornwall tried to board moving car; thumb and face bruised.
New Haven. Mrs. K. Beach stepped off moving car; slightly injured.
New Haven. Mrs. Grimley fell getting off moving car; slightly injured.
New Haven. Unknown woman fell getting off moving car.
New Haven. Mrs. C. W. Faton fell after leaving car at Savin Rock; slightly injured.
Hartford. Paul Vintino stepped from moving car and fell; shaken up.
Hartford. Dorothy Scoville; window dropped on child's finger; finger badly bruised.
Waterbury. Fred Reihl stepped under guard rail of moving car at pole 113; injuries slight.
Waterbury. Unknown stepped from moving car; injuries slight.
Waterbury. Unknown passenger alighted from moving car; slight injuries; at Waterville.
Bridgeport. Collision car and team; unknown driver bruised about body.
- July 3. New Haven. Collision car and team; driver thrown into street and was slightly injured.
New Haven. Car struck little girl; slightly injured.
New Haven. W. L. Goslen fell off moving car; slightly injured.

1909.

- July 3.** New Haven. M. Jacobs jumped off moving car; slightly injured.
New Haven. Man struck by car; slightly injured.
New Haven. Register fell on head of T. J. McCarthy at Woodmont; slightly injured.
New Haven. Miss G. E. Mitchell stepped off moving car; slightly injured.
New Haven. Unknown man jumped off car; slightly injured.
New Haven. Mrs. Hoffman stepped off moving car at Branford; slightly injured.
New Haven. Unknown woman fell off moving car; slightly hurt.
Hartford. H. W. Wisner stepped from moving car and fell; shoulder slightly injured.
Hartford, East. Baby fell from mother's arms by sudden starting and stopping of car; head cut; Mrs. K. Kaplan's child.
Hartford. Chas. C. Smith jumped from moving car and fell; face scratched.
Waterbury. Mrs. Woodruff attempted to board moving car; slight injuries.
Waterbury. Mr. Terhuner alighted from moving car at Cheshire; injuries slight.
Stratford. Collision car and auto. Ruth Brockenry and S. A. Lewis both shaken up and bruised.
Bridgeport. Collision car and team. Foot injured; H. Breeky.
New Britain. Man fell from moving car; slightly injured; Chas. Messenger.
- July 4.** New Haven. Unknown man jumped off moving car and struck pole; slightly injured.
New Haven. Mary Connely stepped off moving car; slightly injured.
New Haven. Unknown man walked off moving car; slightly injured.
West Haven. Boy fell off running board; slightly injured.
New Haven. Unknown lady stepped off moving car; slightly injured.
Windsor. Lady fell by stepping into ditch as she was alighting from car; badly injured; Mrs. A. L. Loomis.
Hartford. Lady stepped from moving car and fell; back slightly injured; unknown.
Waterbury. Unknown alighted from moving car; slightly injured.
New London. Cornell Bennett jumped from moving car and was bruised.
Bridgeport. Collision car and auto. Conductor J. Reilly's leg injured.
- July 5.** New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. M. Miller jumped off moving car; slightly injured.
New Haven. Geo. Lee tried to board on moving car; slightly injured.
Woodmont. Collision car and auto. Mrs. Black's arm hurt; Mr. Davis, Miss Davis, and Mr. Hanchfield injured.

1909.

- July 5. New Haven. Unknown man jumped off moving car; slightly hurt.
 New Haven. Unknown man jumped off moving car and cut his head.
 New Haven. Unknown woman slipped boarding car; slightly hurt..
 New Haven. Michael Donovan jumped off moving car; face scratched.
 Hartford. Man fell from running board of car; hand slightly injured; John Poverisky.
 Hartford. Unknown lady stepped from moving car and fell; slightly injured.
 Hartford. Motor blew out and passengers jumped from moving car. Miss Rose Lappan, face badly cut; Arthur Lavoie, knee slightly injured; T. C. Nestor, ankle slightly injured; Chas. Anderson, ankle slightly injured; Isadore Gibber, knees bruised and hands cut.
 Hartford. Trolley pole pulled out of socket and hit car starter; head cut; John Dunn.
 Stratford. Collision of cars. W. H. Irwin and William Briggs bruised and shaken up.
 Norwalk. Fuse blew out; Elizabeth Pesenye bruised about the body.
 Milford. Mary Coakley fell when alighting from car; leg injured.
 Westport. Albert Gustafson struck abutment of bridge; back injured.
 West Thompson. Mary Battell jumped from moving car and sprained her ankle.
- July 6. East Haven. E. Churchill jumped off moving car; slightly injured.
 New Haven. Miss Nina Chappell tried to board moving car; slightly injured.
 New Haven. Unknown woman fell off moving car; slightly injured.
 Hartford. Car and auto collided throwing lady out of auto; head cut; Mrs. Coyne.
 Waterbury. Goldie Lossin, child, struck by car; injuries slight.
- July 7. New Haven. Unknown man stepped off backwards; slightly injured.
 New Haven. Mary Smith fell against running board; slightly injured.
 New Haven. Mr. Boyce stepped off moving car; slightly injured.
 New Haven. Miss Allen jumped off moving car; slightly injured.
 New Haven. Lillian Burzman stepped off moving car; head cut.
 Waterbury. Mrs. Joseph Gandy stepped from standing car; injuries to back and side.
 Waterbury. Rear end collision at Ridgewood Street: Rose Mercier, nervous shock; Anna Mercier, shoulder dislocated; Delvina Mercier, arm sprained; Martha Green, bruised and sprained; Mrs. Patrick Faherty, internal injuries; B. Goulin, back injured; Martin Dwyer, shoulder sprained; Lawrence

1909.

July 7.

Augusta, sprained; John Horn, back injured; Margaret Flanagan, bruised and shocked; John Skyladinowski, cuts and bruises; Geo. Schroder, cuts and bruises; Mary Daley, cuts and bruises; Cathern Brynes, bruises and shock; James Tierney, back and arm sprained; Cathern Lockland, bruises; Henry Lockland, bruises; Thos. Long, sprained ankle; Steve Mitchell, injuries to knee; Edw. Dema, injured knee; Wm. Fuesp, cuts and bruises; Rocco Sponge, injured back; Sarah Latham, nervous shock; Rosina Dechueci, cuts and bruises; Margaret Nile, nervous shock; Jennie Barnes, nervous shock; Henrietta Gensler, nervous shock; Amentha Marcotta, cuts and bruises; Fred Bartlett, cuts and bruises; Florence Burnop, cuts and bruises; Grace Burnop, cuts and bruises; Vineizo Charleollo, cuts and bruises; Amedao Allegreve, cuts and bruises; Signa Johnson, nervous shock; M. T. Devine, sprained shoulder; D. O. Cashman, bruises; Patrick Barrett, back injured; Geo. Stebbins, back sprained; Signa Green, nervous shock; Callurin Scaeden, shock; Edw. Halloran, knee injured; Margaret McMahon, nervous shock; Wm. Phelan, cuts and bruises; Geo. Lowe, slight injuries; John Sullivan, slight injuries; Frank Reed, slight injuries; James Richards, slight injuries; Wm. West, slight injuries; Lorenzo Aiusti, cut and bruised; Harry Palermio, cut and bruised; Giovanni Diodecibussi, cuts and bruises; Ginnaro Valletta, slight injuries; Herman Johnson, arm sprained; Anna Connors, shock; Fred Fitch, back sprained; John Casey, slight injuries; Bessie Monahan, slight injuries; Angelo Soligan, slight injuries; Jos. McGrath, cuts and bruises; Leonard Dilmoeola, cuts and bruises; Daniel McCarthy, slight injuries; Thopile Rochan, cuts and bruises; Ludwig Lowcienski, cuts and bruises; Matthew Peniks, cuts and bruises; Wihelmina Francois, nervous shock; Tony Baberio, slight injuries; Margaret Lynch, nervous shock; Mary Selgrue, nervous shock; Mary Kennedy, nervous shock; Agnes Nile, nervous shock; Wm. F. and Mary McCue, nervous shock; Ed. Hyland, back injured; Jennie LaChappelle, nervous shock; Mary Sinnott, nervous shock.

Bridgeport. Collision, car and team. Mrs. Mathilda Woolner; back injured.

July 8. New Haven. Unknown lost balance and fell off rear of car; slightly injured.

New Haven. Tony Waters fell off moving car; slightly injured.
East Hartford. Mrs. Leaham thrown against back of seat as car started after she had boarded car; ribs broken.

Hartford. Thos. Prentice, carpenter; got slivers in hand.

July 9. New Haven. Unknown woman stepped off moving car; slightly hurt.

New Haven. Aceland Cater stepped off moving car; slightly injured.

1909.

- July 9. Southington. Mrs. Doran stepped off moving car and fell at Lazy Lane; slightly injured.
- July 10. New Haven. Unknown man stepped off moving car; slightly injured.
- New Haven. John Glennon stepped off moving car; slightly injured.
- New Haven. Frank Miller tried to board moving car; slightly injured.
- New Haven. Mrs. Johnson got off car backwards; slightly injured.
- New Britain. James Nicolet, standing on running board and scraped against an ice wagon; leg scratched.
- East Hartford. James Carberry, intoxicated, fell from rear platform of car; leg broken.
- Waterbury. John Familata, alighted from moving car; slight injuries.
- Waterbury. Mrs. Schroder alighted from car while in motion; slight injuries.
- Waterbury. Unknown alighted from moving car; slight injuries.
- July 11. New Haven. Unknown man stepped off moving car; slightly injured.
- New Haven. B. Seccol, fell getting on car; hand bruised.
- New Haven. Mrs. Sepana fell off moving car; slightly injured.
- Hartford. Lady alighted from car and was reaching for her child when car started and rear end of car struck her as it swung around curve; slightly injured. Mrs. Nettie Miller.
- Waterbury. Michael Lynch alighted from car while in motion; slightly injured.
- Waterbury. Mrs. Gardner alighted from moving car; slight injuries.
- Stamford. Mrs. T. P. Taylor stepped from moving car; broken arm.
- Middletown. Wm. Dooley, intoxicated, laying side of track with arm on track. Arm run over by car; arm crushed.
- July 12. New Haven. Tersa Carlo stepped off backwards from moving car; head cut.
- New Haven. Unknown woman stepped off moving car; slightly injured.
- New Haven. Unknown woman slipped from running board of moving car; slightly injured.
- New Haven. Mrs. A. Brennan hurt side getting off car.
- New Haven. Miss Brophy stepped off moving car; slightly injured.
- New Haven. Boy threw stone at car and injured passenger.
- Newington. Frank Sears, while attempting to change seats, fell from running board of fast moving car; badly injured.
- July 13. New Haven. Unknown girl jumped off moving car; slightly hurt.
- New Haven. Mrs. C. Carney struck by car; slightly injured.

1909.

- July 13.** Waterbury. Unknown alighted from moving car; slightly injured.
Waterbury. Louis Harper alighted from car where street was being excavated; sprains and bruises.
- July 14.** Branford. Collision car and team; G. Nelson and N. Ball both slightly injured.
West Haven. Mrs. Angoni tried to board moving car at Savin Rock; slightly injured.
New Haven. M. Regan jumped off moving car; slightly injured.
New Haven. Unknown woman fell from moving car; slightly injured.
East Hartford. E. Simons, boy, jumped from moving car; slightly injured.
Hartford. A. A. Valin, conductor, taken sick and fell in barn. Head cut.
Stamford. Rear end collision. Franic Pusell, fractured jaw; Mrs. A. McMullen, leg bruised; Mrs. M. Brennan, knee bruised.
New Britain. Jesse Pilsbury, conductor, fell from running board of moving car; badly injured.
Meriden. Miss Elmwood stepped off moving car at Dickerman's Corner; slightly injured.
- July 15.** New Haven. Collision car and team. J. Smith & Co. Driver slightly injured.
New Haven. M. Thompson got off moving car; slightly injured.
New Haven. H. B. Hamilton stepped off moving car; slightly injured.
Westville. Unknown man stepped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. Unknown woman fell off moving car; slightly injured.
Bridgeport. Register fell on Mary Garaci; shoulder injured.
Bridgeport. Unknown woman injured while alighting from car.
New London. Unknown woman fell from standing car and cut lip.
Waterbury. Mrs. James B. Falby struck by car; cut and bruised.
- July 16.** New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. M. E. Babcock struck by passing car; arm and wrist hurt.
Bridgeport. Collision car and team. Driver's side injured. John Vadakin.
Norwich. Mrs. Sullivan stepped from moving car and was bruised.
- July 17.** New Haven. Louis Feyer struck by car; slightly injured.
Hartford. Laborer working on track work stepped out of way of car and foot run over by auto; foot slightly injured.
Hartford. Barrel of copper rolled on employee's foot, H. W. Adams, one toe smashed.
Hartford. Miss Brown after alighting from car was hit by auto; side injured.

1909.

- July 17. South Manchester. James Conlon stepped from moving car and fell; badly shaken up.
 East Hartford. Man jumped from moving car and foot went under wheel; foot crushed. (Special car. Hartford and Springfield crew and car. Hartford pilot on same while on Hartford Division.)
 Rockville. Thos. Burns while repairing arc light had hand burned.
 New London. A. Speigoti stepped from moving car and was bruised.
- July 18. New Haven. Mrs. Shanley stepped off moving car; slightly injured.
 New Haven. Unknown man tried to board moving car; slightly injured.
 West Haven. Cars bumped; two women slightly injured.
 Woodmont. Register dropped on Chas. Mann and scratched his cheeks; T. J. Porter cut on hand.
 New Haven. H. Hoeland stepped off moving car; slightly injured.
 New Haven. Unknown person stepped off moving car; slightly injured.
 New Haven. Collision of cars. Wm. Joy's hand cut; L. D. Chapel slightly injured.
 Middletown. Mrs. Burgess was alighting from car at standstill. Turned ankle and fell; ankle slightly injured.
- July 19. New Haven. Collision of car and team of S. Green; driver slightly injured.
 New Haven. D. N. Hill stepped off moving car; slightly injured.
 Waterbury. Unknown alighted from car; slight injuries.
- July 20. New Haven. E. Durgee stepped off moving car; slightly injured.
 New Haven. Unknown person cut hand on defective handle.
 New Haven. A. Pfeiffer jumped off moving car; slightly injured.
 Westville. Anna Riley stepped off moving car; slightly injured.
 Waterbury. Unknown alighted from moving car; slightly injured.
 Milldale Junction. Mrs. Flynn stepped off moving car; slightly injured hand.
- July 21. New Haven. B. Capolinnico stepped off moving car; slightly injured.
 New Haven. Mrs. Gebhart stepped off moving car; slightly injured.
 Hartford. Miss Meyers stepped from moving car and fell; shoulder slightly injured.
 Hartford. Jos. Jones, motorman of work car, slipped from pile of timber on which he was working; leg slightly injured.
 Miss Harriet E. Skinner slipped and fell while boarding car at standstill; slightly injured.
 Hartford. Unknown man stepped from moving car and fell; slightly injured.
- July 22. New Haven. Unknown person stepped off moving car; slightly injured.
 New Haven. Mrs. Miller stepped off moving car; slightly injured.

1909.

- July 22.** Hartford. Fuse blew out and two passengers jumped from moving car; Elizabeth Wenderowsky and Andrew Nalinowsky both slightly injured.
 Manchester. Albert Gowdy riding bicycle claims he was blinded by car's arc light, causing him to strike team; slightly injured.
 Hartford. John Woleski jumped from moving car and fell; badly bruised.
 Hartford. John Mullean accidentally hit by fellow workman with sledge at Vernon St. repair shop; head cut.
 Hartford. Laborer injured by being struck by stone from another laborer's shovel; head cut.
 Waterbury. J. W. Sweeney struck by guard rail; slightly injured.
 Waterbury. R. Bergin alighted from car while in motion; slightly injured.
 Bridgeport. Derailment; T. J. Sullivan shaken up and bruised.
- July 23.** West Haven. Dr. Sylvester struck by curtain on car; nose injured.
 New Haven. Mrs. Fenton stepped off moving car; slightly injured.
 Hartford. Collision of cars. Mrs. Ella McCarthy badly shaken up.
- July 24.** New Haven. P. Zimmerman stepped off moving car; slightly injured.
 New Haven. F. Williams stepped off moving car; slightly injured.
 Hartford. Fuse blew out and two ladies jumped from moving car. Miss Mary Foster badly bruised; Miss May Burnes' shoulder fractured.
 East Hartford. Collision of cars: Rudolph Hebbe. slightly injured; Ana Carlson, slightly injured; Mariam Carlson, child, slightly injured; Mrs. A. C. Meekerlein, slightly injured; Wm. L. Lawerance, slightly injured; Louis Glosser, slightly injured; Marian Masur, slightly injured; Mrs. G. L. Masur, slightly injured; Ruth Derrick, slightly injured; Fred Scharf, slightly injured; Mrs. F. W. Scharf, slightly injured; James S. Martin, slightly injured; Mabel Casey, knee badly hurt.
 Hartford. Laborer injured while moving frog. Same fell on his foot; slightly injured.
 Waterbury. Unknown attempted to board car while in motion; slightly injured.
- July 25.** Stamford. Tony Smith jumped from moving car; face cut.
 New Haven. B. Pastunec, boy, jumped off moving car; slightly injured.
 East Haven. J. Heffernan stepped off moving car; slightly injured.
 New Haven. At Lighthouse Point. Miss Segle stepped off moving car; slightly injured.
 New Haven. I. Supaniski stepped off moving car; slightly injured.
 New Haven. Unknown girl stepped off moving car; slightly injured.

1909.

- July 25. New Haven. Unknown person tripped while boarding moving car; slightly injured.
New Haven. Mrs. Shapiro stepped off moving car; elbow injured.
New Haven. At Fort Hale Park. Unknown person struck by running board; slightly injured.
Branford. At Indian Neck. A. M. Bacatontis stepped off moving car; head cut.
Windsor. Auto struck pole near car; John Swanson, in auto, fatally injured.
Waterbury. Chas. Hough attempted to board moving car at Naugatuck; slightly injured.
Bridgeport. A. Gessner, employee power station, scalded by steam.
New Britain. M. Garvey jumped from moving car and fell; knee and back injured.
North Grosvenordale. Two Italians jumped from moving car and were bruised.
- July 26. New Haven. Unknown person walked into side of car; slightly injured.
New Haven. Mr. Lenion fell in car and cut head.
New Haven. At Fort Hale Park, J. Bradsky stepped off moving car; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly injured.
New Haven. At Momauguin. Car jumped track; Mr. and Mrs. Jessop and two children slightly injured.
New Haven. Collision, car and team. F. W. Edwards, driver; slightly injured.
Westville. J. Morrisin tried to board moving car; slightly injured.
New Haven. Unknown man tried to jump off moving car; slightly injured.
Hartford. Unknown track laborer struck by running board of car; back injured.
- July 27. New Haven. Mr. Dorz tried to board moving car; clothing torn and he was slightly injured.
New Haven. At Pequot Switch. Unknown woman stepped off moving car; slightly hurt.
New Haven. Sabit Copa stepped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
Hartford. Miss Mary Foley stepped from moving car and fell; slightly injured.
Hartford. Laborer accidentally struck on head by shovel of fellow workman; head slightly injured. Check 1321.
Hartford. Mary A. Spellman stepped from moving car and fell; slightly injured.
Hartford. W. R. Ford, conductor, struck against team while standing on running board; knee cut.

1909.

- July 27.** Hartford. Unknown woman fell from running board while car was at standstill; head slightly injured.
Bridgeport. Virginia Hagarty, small child, ran in front of car; foot injured.
Middletown. R. B. Elldward; car started just as man was boarding same and he was thrown; slightly injured.
- July 28.** New Haven. Controller burnt out. Mrs. L. Braner, Mr. V. Threlli slightly injured.
New Haven. At Lighthouse Road. Mrs. Shalope stepped off moving car; slightly injured.
New Haven. Chas. Merrick jumped off moving car; slightly injured.
West Haven. Unknown man jumped off moving car; slightly injured.
Waterbury. A. T. Banker while changing seats fell from moving car; slightly injured.
Wallingford. Unknown lady stepped off moving car; slightly injured.
Milldale Jc. Peter Salvini stepped off moving car; bruised.
- July 29.** New Haven. Collision car and team of F. Johnson; driver slightly injured.
New Haven. At Grannis Cor. Unknown man stepped off moving car; slightly hurt.
New Haven. Max Freedman jumped from moving car; slightly injured.
New Haven. Unknown woman stepped from moving car; slightly injured.
New Haven. Pearl Sharp stepped off moving car; slightly injured.
Waterbury. David Peet dropped car ticket; stepped off backward and was slightly injured.
Wallingford. Hattie Kinade stepped off moving car; slightly injured.
- July 30.** New Haven. Chas. Finch fell trying to board moving car; slightly injured.
New Haven. F. Goodrich stepped off moving car; slightly injured.
New Haven. Unknown man jumped from moving car; slightly hurt.
Hartford. Chas. Smith tried to board moving car; shin injured.
Hartford. Tony Jewell drove team in front of car; driver slightly injured.
Hartford. Geo. Thompson rode bicycle into side of work car; hand cut.
Waterbury. Jos. Lapedino attempted to board moving car; slightly injured.
Waterbury. Lelice Venittille jumped from wagon in front of car.
Waterbury. Mamie Degnan alighted from moving car; slightly injured.

1909.

- July 30. Milford. Controller flashed up and woman jumped from car; Mrs. Dandurand's knee injured.
Meriden. Unknown person stepped off moving car; slightly injured.
- July 31. A. Anastore stepped off moving car; slightly injured.
New Haven. F. Costello stepped off moving car; slightly injured.
New Haven. At Momauquin, A. Amando struck by car; slightly injured.
New Haven. Miss E. Enhied fell from moving car; slightly injured.
Hartford. H. G. Clark, driver of team; pulled team into side of car and conductor was slightly injured.
Hartford. Anna Hjelsitti stepped from moving car and fell; arm injured.
Hartford. J. J. Kilpatrick stepped from moving car and fell; head cut.
Hartford. Controller flashed and Miss Annie Speigel stepped from moving car; back hurt.
Waterbury. M. Sheil alighted from moving car; slightly injured.
Waterbury. F. L. Allen knocked from running board; slightly injured.
Derby. Marshall Amadon injured while alighting from car; knee cap fractured.
Stamford. Geo. Fansett thrown from car rounding curve; back bruised.
- Aug. 1. New Haven. At Double Beach. C. H. Williams fell trying to board moving car; slightly injured.
West Haven. Unknown man struck by car at Savin Rock; slightly injured.
New Haven. E. W. Graves fell running for moving car; slightly injured.
New Haven. Unknown man jumped from moving car and injured arm.
New Haven. Unknown man jumped from moving car; slightly injured.
New Haven. M. McDonald walked off car backwards; slightly injured.
New Haven. Woman stepped off moving car; slightly injured.
New Haven. Mr. Swanson fell getting off moving car; slightly injured.
New Haven. At Lighthouse Point. Child ran into car; mother was Mrs. E. W. Steitz; slightly injured.
Hartford. Alfred Lakman jumped from moving car and fell; forehead slightly cut.
Hartford. John Schultz stepped from moving car and fell; face scratched.
Cheshire. Unknown alighted from moving car; slightly injured.
Cheshire. Unknown fell from moving car; slightly injured.

1909.

- Aug. 1.** Bridgeport. Mortorman W. L. Gray, brake handle struck his arm; arm broken.
- Aug. 2.** New Haven. D. Schnellke lost balance and fell; slightly injured.
New Haven. At Morris Cove. Unknown woman fell getting off moving car; slightly hurt.
New Haven. Man reached for moving car, missed and fell; slightly injured.
New Haven. Mrs. Thump stepped off moving car backwards; slightly injured.
New Haven. J. Shea fell off moving car; slightly injured.
Hartford. Mrs. A. Smith fell while alighting from car at stand-still; slightly injured.
Hartford. Louis Kletp, conductor, fell from car as car passed out of switch; slightly injured.
Middlebury. Wm. Burke alighted from car while in motion; slightly injured.
Occum. C. E. Howe jumped from moving car and was bruised.
- Aug. 3.** West Haven. J. Cabots tried to board moving car; slightly injured.
New Haven. At Raynham Switch. Collision of cars. Mrs. Rebecca Levy slightly injured.
New Haven. Unknown person tried to board moving car; slightly injured.
New Haven. Liza Patz jumped off moving car; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly injured.
New Haven. Collision, car and bicycle. John Cenzen slightly injured.
- Aug. 4.** New Haven. At Lighthouse Road. Collision of cars. Two slightly injured.
New Haven. F. Morgan stepped off moving car; slightly injured.
New Haven. M. Whitfield jumped from auto that collided with car; head cut.
West Haven. F. Hartsame slipped from running board; slightly injured.
North Haven. Unknown man jumped from moving car; slightly hurt.
Hartford. Chas. Ducham struck by car fender; slightly injured.
Waterbury. Peter Breff alighted from moving car; slightly injured.
New Britain. Car struck wagon, throwing driver off; shoulder slightly injured; August Johnson.
- Aug. 5.** New Haven. Mrs. Dolph fell from moving car; slightly injured.
Woodmont. Boy stealing ride jumped from moving car; slightly injured.
Hartford. Mr. A. C. Osborn slipped from running board of moving car; slightly injured.
- Aug. 6.** New Haven. J. D. Shea tried to get on moving car; slightly injured.

1909.

- Aug. 6. West Haven. At Savin Rock. Unknown person jumped from moving car; slightly hurt.
Hartford. Chris. Banning, intoxicated, tried to board moving car and foot went under wheel; toes crushed.
Bridgeport. Mrs. John Weston injured while alighting from car.
Hartford. Mrs. Belden in attempting to alight from car at standstill missed hold on grab handle and fell; slightly injured.
Plainville. Unknown man fell while attempting to board moving car; slightly injured.
Meriden. John Kilmartin; collision, car and bicycle; bruised about body.
- Aug. 7. New Haven. Unknown girl stepped off moving car; slightly injured.
New Haven. Collision, car and team of Moran's Laundry. Driver slightly injured.
New Haven. Thos. Galvin, child, struck by car; head cut.
New Haven. Mrs. Powell stepped off moving car; slightly injured.
New Haven. J. Sayers stepped off moving car; slightly injured.
New Haven. Mr. Rockford stepped off moving car; slightly injured.
New Haven. Unknown person stepped off moving car; slightly injured.
New Haven. Steve Wicker stepped in front of moving car and was struck; slightly injured.
West Haven. Mrs. Milldale at Savin Rock stepped off moving car; slightly injured.
New Haven. E. Churchill jumped off moving car; back injured.
New Haven. Unknown person jumped off moving car; slightly injured.
Hartford. Mary Lazvi stepped from moving car and fell; badly shaken up.
Waterbury. Jos. Butler cut hand on broken vestibule door window; slight cut.
Waterbury. Unknown alighted from car while in motion; injuries slight.
Milford. Collision of cars. Mrs. Herbert Jencks shaken up.
- Aug. 8. New Haven. Unknown woman stepped off moving car; slightly injured.
West Haven. At Savin Rock. Unknown man fell from moving car; slightly hurt.
New Haven. Unknown person stepped off moving car; slightly injured.
New Haven. Tony Vorbob jumped off moving car; slightly injured.
New Haven. Unknown man tried to get on bumper and in doing so injured his knee.
New Haven. Unknown man stepped off moving car; slightly injured.

1909.

- Aug. 8.** Hartford. Unknown man stepped from moving car and fell; slightly injured.
Hartford. Miss Jennie Hyman stepped from moving car and fell; arm slightly injured.
Hartford. W. R. Holcomb, conductor, fell from car; arm and hand bruised.
Hartford. W. C. Zimmer, conductor, trolley base fell on his knee; knee scraped.
Hartford. Chas. Gaines, conductor, slipped off running board; arm bruised.
Bridgeport. At Stratford. Window fell, crushed finger of Mr. P. Phillips.
Winsted. John McKenna fell from rear seat of car while intoxicated.
- Aug. 9.** New Haven. Unknown woman stepped off moving car; slightly injured.
New Haven. Miss Jones fell in car as it was about to stop; slightly injured.
New Haven. Unknown woman stepped off moving car; slightly injured.
Hartford. Miss W. Wiener stepped from moving car and fell; arm bruised.
Hartford. Mr. L. Bill stepped from moving car and fell; head injured.
- Aug. 10.** New Haven. Unknown girl ran in front of car; slightly injured.
Branford. Unknown woman stepped off moving car; slightly injured.
New Haven. Miss Rose jumped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
New Haven. P. Krall jumped from moving car; slightly injured.
Meriden. Miss Keefe stepped off moving car; slightly injured.
Winsted. Henry Marks jumped from moving car; scalp wound.
- Aug. 11.** West Haven. At Savin Rock, Minie Howard slipped getting off car; slightly injured.
New Haven. J. Sullivan struck by passing car; head slightly injured.
West Haven. Unknown man fell from moving car; slightly injured.
New Haven. Unknown person slipped off moving car; head slightly injured.
New Haven. J. Barrone, head grazed by guard rail; slightly injured.
Wallingford. M. Keenan tried to board moving car; slightly injured.
Woodmont. Boy jumped off moving car; slightly injured.
New Haven. C. Pharr tried to board moving car; slightly injured.

1909.

- Aug. 11. Berlin. John Comotta standing on track struck and killed by car.
- Aug. 12. New Haven. At Fort Hale Park. Unknown woman stepped off car; slightly injured.
- New Haven. Unknown person jumped off wrong side of car and was struck by passing car and slightly injured.
- West Haven. Unknown woman got off moving car and fell; slightly injured.
- New Haven. Miss Regan stepped off moving car; slightly injured.
- New Haven. Unknown man struck by car; slightly injured.
- New Haven. Unknown woman fell boarding moving car; slightly injured.
- New Haven. Unknown man struck by auto as he was getting off car; face and head slightly cut.
- Short Beach. Mrs. Whalley stepped off moving car; clothes damaged, slightly injured.
- Morris Cove. Unknown woman stepped off moving car; slightly hurt.
- New Haven. Unknown woman got off moving car; slightly injured.
- Hartford. Wm. Whalen; turned horse into running board and was slightly injured.
- East Hartford. Track laborer struck by bar; head injured.
- Waterbury. Florence Doudlyn, small child, ran about car; rolled under fender; cut.
- Milford. Motor box caught fire, Jos. Reilly, head injured.
- Aug. 13. New Haven. Unknown woman jumped off moving car; slightly injured.
- New Haven. Girl got off moving car; slightly hurt.
- New Haven. J. Pritoni tried to board moving car; slightly hurt.
- New Haven. Collision of cars. Sophia Pressin, John Castle, Chas. Barnes, Albert Johnson, Martha Thum, Mrs. Saur, James Lawlor, injured.
- Hartford. Pat'k Hosty, workman; finger badly cut while repairing dump car.
- Hartford. J. Grimley, conductor, fell from running board; face and head cut.
- Aug. 14. New Haven. Clara Cazatsky fell from moving car; slightly injured.
- New Haven. M. Burroughs tried to board express car; slightly hurt.
- Hartford. Unknown man struck by auto near car; rather badly hurt.
- Hartford. Mrs. C. E. Whitman thrown against door as car started; ankle injured.
- Bridgeport. Conductor Engel caught between two cars; skull fractured.
- Stamford. Unknown jumped from moving car; arm cut.
- Aug. 15. New Haven. H. Chonequest jumped off moving car; slightly injured.
- New Haven. M. Scranton boarded car on wrong side; struck by passing car; slightly injured.

1909.

- Aug. 15. New Haven. At Lighthouse. Dora Ostaff stepped off moving car; slightly injured.
New Haven. J. Deskin stepped off moving car; slightly injured.
New Haven. L. Genera stepped off moving car; slightly injured.
New Haven. Miss L. E. Keibz jumped off moving car; slightly injured.
New Haven. P. Costello jumped off moving car; slightly injured.
New Haven. Mrs. Sacks stepped off moving car; slightly injured.
New Haven. F. Farren put head out and struck by tree; slightly injured.
Branford. Unknown person stepped off car and fell; slightly hurt.
Hartford. T. McDonald jumped from moving car and fell; head cut.
Hartford. Pat'k Collins, riding bicycle, struck by car; wrist broken.
Hartford. Mrs. Wilson stepped from moving car and fell; slightly injured.
Unknown woman slipped and fell while alighting from car at standstill; badly injured.
Waterbury. Jos. Conlon alighted from moving car; cut and bruised.
New Britain. Sam Majson jumped from moving car and fell; face scratched.
- Aug. 16. Hartford. James B. Daley, conductor, hit by motorman riding as passenger after argument over pass; badly injured.
East Hartford. John Hall struck by car; slightly injured.
Milford. Collision of cars. C. A. Dumphy; back injured.
- Aug. 17. Montowese. Man fell off moving car; slightly hurt. E. L. Milford.
New Haven. Mrs. Griffiths stepped off moving car; slightly injured.
Hartford. Wm. Angus stepped from moving car and fell; slightly hurt.
- Aug. 18. New Haven. M. C. O'Donald jumped off moving car; slightly injured.
New Haven. Unknown woman jumped off moving car; face bruised.
New Haven. J. Stallion tried to board moving car; nose and knee hurt.
New Haven. Unknown person tried to board express car; slightly injured.
Rainbow. Sidney Sylvester, boy, playing on car at standstill, fell off; slightly injured.
New Britain. Morris Neistate jumped from moving car and fell; slightly injured.
- Aug. 19. New Haven. Unknown boy fell while getting off moving car; slightly hurt.
New Haven. Mrs. Morstalter stepped off moving car; slightly hurt.

1909.

- Aug. 19. New Haven. Unknown woman jumped off moving car; slightly injured.
New Haven. Rose Metz fell from car; face injured.
East Haven. Unknown person stepped from moving car; slightly injured.
New Haven. At Lighthouse. Mrs. A. Forbes stepped off moving car; slightly injured.
New Haven. Car off track; four persons slightly bruised; Mrs. Wolfe and child, Mrs. Knowl, Mrs. Studervant.
Woodbury. John Rogers alighted from moving car; slightly injured.
- Aug. 20. New Haven. A. Speelans stepped off moving car; slightly injured.
New Haven. P. Boswick stepped from moving car; slightly injured.
New Haven. H. G. Newton tried to board moving car; slightly injured.
New Haven. F. Lane struck on head by falling trolley wheel; slightly injured.
Middlebury. Peter Crocket, weak spell, fell from standing car; cut in head.
Waterbury. M. J. Hayes attempted to board moving car; shoulder dislocated.
- Aug. 21. New Haven. Mrs. Markoff stepped off moving car; slightly injured.
Woodmont. Ralf Stino tried to board moving car; face cut.
New Haven. Collision of cars; F. O. Gillett, W. H. Kupper, P. Tonmason, J. F. Jones, S. D. Ensign, A. Merwin slightly injured.
New Haven. Mr. McGowan stepped off moving car; injured arm.
New Haven. Mr. Lynch stepped off moving car; slightly injured.
New Haven. Unknown person tried to board moving car; slightly hurt.
Rockville. Mrs. Dunn fell while alighting from car at standstill; slightly injured.
Manchester. Fred Schienplug was slightly injured on account of conductor starting car as he was alighting.
Hartford. James Keating jumped from moving car and fell; face cut.
Waterbury. Jos. Watkins alighted from moving car; slightly injured.
Waterbury. Mrs. David Cradle struck while passing in rear of passing car; shoulder sprained.
Bridgeport. Trolley wire fell; James Ball, boy, jumped from car; leg injured.
Baltic. Unknown man broke collar bone in jumping from moving car.
- Aug. 22. New Haven. Unknown man thrown into street from car and slightly injured.

1909.

- Aug. 22. East Haven. Curtain on passing car struck unknown passenger; wrist injured.
New Haven. Unknown woman jumped from moving car; slightly hurt.
New Haven. Unknown man, intoxicated, tried to board moving car; cheek cut.
New Haven. Collision, car and auto. Mr. and Mrs. O. A. Ruth and daughter slightly hurt.
New Haven. Unknown woman stepped off moving car; slightly hurt.
East Haven. Mrs. E. Farnum stepped off moving car; slightly hurt.
New Haven. Unknown person stepped off moving car; slightly hurt.
Newington. Frank Zambar stepped directly front of car and was struck and was fatally injured.
Waterbury. Unknown attempted to board car while in motion; slightly injured.
Waterbury. Henry Lawson hit by car; head cut.
Thompson. E. Speiper fell while alighting from car; slightly hurt.
Meriden. Collision of cars. B. Daniels, Max Ripps, and Mr. Notkins slightly injured.
- Aug. 23. New Haven. Unknown man walked off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; chin bruised.
Shelton. Mrs. Susi Fili stepped from moving car and fell; shaken up.
- Aug. 24. New Haven. Mrs. Poli stepped off moving car; slightly injured.
New Haven. James O'Mara tried to board moving car; slightly hurt.
New Haven. L. Murphy got off moving car; slightly injured.
New Haven. M. Lynch jumped off moving car; slightly injured.
New Haven. Mildred Rowe frightened by controller when it burned.
New Haven. Mr. Garo jumped from moving car; cut on cheek.
Hartford. Paul Hazog stepped from moving car and fell; slightly injured.
Hartford. Martin Reardon stepped from moving car and fell; slightly injured.
South Windsor. Man threw apple and hit Mrs. B. C. Murphy in eye; eye slightly injured.
Hartford. Driver of team ran into laborer on track; slightly hurt.
East Hartford. Lena Werth stepped from moving car and fell; arm injured.
Bridgeport. Louis Morrissey, employee, caught between two cars; leg amputated just below hip.

1909.

- Aug. 24. Norwalk. Electric light globe fell and broke; A. Johnson's eye injured.
- Willimantic. Mrs. Smith fell from car and was bruised.
- Aug. 25. New Haven. M. Shaefer stepped off moving car; slightly injured.
- Montowese. F. A. Cetts fell off moving car; slightly injured.
- New Haven. Unknown woman stepped off moving car; slightly hurt.
- New Haven. Mrs. Slade walked off moving car; slightly injured.
- New Haven. Ed. Blake, hand struck as car was passing bridge; slightly injured.
- West Haven. At Savin Rock. James Lyons had a fit and fell off moving car; slightly injured.
- New Haven. Thos. Connor jumped off moving car; slightly injured.
- New Haven. John Healy jumped off moving car; slightly injured.
- Branford. Mr. Clarkson jumped off moving car; slightly injured.
- Hartford. Ed. Cowles, while riding on rear bumper, caught between cars; legs badly injured in collision of cars.
- Waterbury. Thos. Russell alighted from moving car; cut and bruised.
- Waterbury. E. J. Thebault stepped from moving car and fell; dislocated wrist.
- Union City. G. Borkorski attempted to board moving car; slightly injured.
- Bridgeport. Miss Josephine Lewis stepped from moving car and fell; leg injured.
- Meriden. Miss Ericson stepped off moving car and fell; slightly injured.
- Aug. 26. Hartford. Jack slipped and laborer fell on rail; side injured.
- Waterbury. Mrs. Fred Veogli, team struck by car; injury and shock.
- Stamford. Mr. Hawthorne jumped from moving car; slightly injured.
- New Haven. Controller blew out; Sam Bogdanoff and Ida Edison slightly injured.
- West Haven. At Savin Rock. Unknown woman tried to board moving car; slightly injured.
- New Haven. Child hit passenger with stone; slightly hurt.
- Aug. 27. New Haven. J. R. Cronin tried to board moving car; slightly injured.
- New Haven. John Rosso knocked off car; slightly injured.
- Hartford. Clarence Johnson, boy, ran into side of car; slightly hurt.
- Hartford. Mrs. H. T. Grant stepped from moving car and fell; slightly injured.
- Waterbury. Mrs. Conlon stepped from moving car; slightly injured.
- New Britain. Mr. Farrell stepped from moving car and fell; shaken up.

1909.

- Aug. 27. Danielson. T. Ward fell from car and bruised.
- Aug. 28. New Haven. Clara Handy stepped off moving car; shoulder injured.
New Haven. Mrs. Wissert stepped off moving car; slightly injured.
New Haven. Unknown man stepped from moving car; slightly injured.
Hartford. Mrs. Hyde stepped into ditch while alighting from car; ankle injured.
Hartford. Miss Grace Rouse stepped from moving car and fell; shaken up.
- Aug. 29. West Haven. Mrs. Woodbridge stepped off moving car; slightly injured.
New Haven. Mrs. Dupchies stepped off moving car; face scratched.
Branford. Annie Carney stepped off moving car; slightly injured.
New Haven. Mrs. Kirby and Mr. Fitzgibbons knocked off running board by tree; slightly injured.
New Haven. Collision car and carriage; Morris Leadmann, driver; slightly injured.
New Haven. Jennie Anderson stepped off moving car; slightly injured.
New Haven. Boy named Sullivan jumped on moving car and fell; slightly injured.
New Haven. Intoxicated woman jumped off moving car; slightly hurt.
Waterbury. Michael Sheehy alighted from moving car; bruised and sprained.
- Aug. 30. New Haven. John Gilbrandy jumped from moving car and slightly injured.
New Haven. Mrs. Green stepped off moving car and slightly injured.
New Haven. Woman jumped off moving car; slightly injured.
New Haven. Boy named Carlson jumped off moving car; slightly hurt.
Hartford. Auto Hagg; car struck dump cart; driver thrown off; rib broken.
Hartford. Mrs. Casey stepped from moving car and fell; slightly injured.
New Britain. C. H. Irving stepped from moving car and fell; slightly injured.
Meriden. James Conlon jumped off moving car; slightly injured.
- Aug. 31. Morris Cove. M. Matthews knocked off car by tree; slightly hurt.
New Haven. Man slipped getting on car; fell and was slightly hurt.
Montville. Ceila Holzer jumped from moving car and was bruised.
- Sept. 1. New Haven. Man fell off moving car; slightly injured.
New Haven. Car struck person; Rosenthal slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

1909.

- Sept. 1. Hartford. Bernard J. Coughlan; bearing dropped on workman's head; head slightly hurt.
East Hartford. Brakeman on work car struck by regular car; leg bruised.
Windsor. Robt. Hamilton drove auto into car; leg broken.
Waterbury. Mr. Bloxsome attempted to board car while in motion; slightly injured.
Stratford. Motor burnt out; Margaret Ordner, girl, jumped from car.
- Sept. 2. New Haven. Mrs. H. A. Axyon stepped off moving car; slightly hurt.
Waterbury. John Phelan attempted to board moving car; slightly injured.
Bridgeport. Derailment; Michael Connor shaken up and bruised.
- Sept. 3. New Haven. Miss Hoffman stepped off moving car; slightly injured.
East Hartford. Nelson Barrett jumped from moving car and struck pole; slightly injured.
- Sept. 4. New Haven. Mrs. Overlands stepped off moving car; slightly injured.
New Haven. Mr. Toedt walked off moving car; slightly injured.
Hartford. M. C. Sullivan, workman; screw-driver slipped and cut eye.
New Britain. Unknown woman stepped from moving car and fell; arm injured.
Meriden. F. Terrell fell over suitcase in car; slightly injured.
- Sept. 5. New Haven. Mrs. Hamberger stepped off moving car; slightly hurt.
New Haven. Mrs. Mary Collins stepped off moving car; arm broken.
- Sept. 6. Hartford. Conductor Brisbois, collision of cars; leg slightly injured.
Hartford. Conductor Lynch fell from running board; wrist injured.
Hartford. E. T. Twining stepped from moving car and fell; head and hands cut.
Hartford. Pat'k Moran, intoxicated, walked in front of car and was struck; slightly injured.
Hartford. Unknown man, intoxicated, after alighting from car fell; slightly injured.
East Hartford. Rail fell on laborer's foot; foot slightly injured.
West Hartford. Martin Mostyn tried to board moving car and leg went under car wheel; leg crushed.
New Haven. At Savin Rock. Mrs. Dixon fell from car; slightly injured.
New Haven. Mrs. Henry stepped from moving car; slightly injured.
New Haven. Juda Alpert fell on fender; slightly injured.

1909.

- Sept. 6. New Haven. Mrs. Pinkerton stepped off moving car; slightly hurt.
 Branford. J. Leonard stepped off moving car; slightly injured.
 New Haven. Collision car and team. Driver, T. Biringham; slightly injured.
 New Haven. Miss Burrull stepped off moving car; slightly injured.
 New Haven. Wm. Garacia stepped off moving car; slightly injured.
 New Haven. John Paige stepped off moving car; slightly injured.
 New Haven. Window broken; Mr. Pierce, passenger, face cut.
 Waterbury. Mamie Ross alighted from moving car; slightly injured.
 Derby. Mr. Sanford stepped from moving car and fell; wrist sprained.
 Norwich. A. Taft jumped from moving car and was bruised.
 Norwich. Unknown man jumped from moving car and was bruised.
 Meriden. Wm. Wheller fell off car; slightly injured.
- Sept. 7. New Haven. Mrs. Molthrop stepped off moving car; slightly hurt.
 New Haven. At Lighthouse Point. Mrs. Law fell on step of standing car; face cut and bruised.
 New Haven. Mr. Jearmer jumped off moving car; slightly injured.
 New Haven. Mrs. Heffernan stepped off moving car; slightly injured.
 New Haven. Man fell through window, injuring passenger slightly.
 Hartford. F. C. Coons, intoxicated man, fell from car seat to pavement; badly injured.
 Hartford. Unknown woman stepped from moving car and fell; slightly injured.
 Waterbury. B. Bodian, car struck team; internal injuries.
 Waterbury. Chas. Albert, car struck team; face cut.
- Sept. 8. New Haven. J. R. Panton struck by car as he jumped from moving car; slightly injured.
 New Haven. M. Asher tried to board moving car; slightly injured.
 Branford. A. Zunder jumped off moving car; slightly injured.
 Pine Orchard. Collision of cars. S. Lewis and S. Verolo slightly injured.
 Hartford. Mr. Clanzseen stepped from moving car and fell; slightly injured.
 Hartford. Geo. Ebretts stepped from moving car and fell; hand cut.
 Rockville. Alois Ecker put up hand to signal car and car struck hand; wrist broken.
 North Woodbury. Mrs. Frank Tuttle, horse scared at car; lady thrown from team; injuries slight.
- Sept. 9. New Haven. Miss Dobbs fell from standing car; slightly injured.
 Hartford. Michael Moore, intoxicated man, had trouble with

1909.

workman and in scuffling was thrown against car fender; head cut.

Sept. 9. Waterbury. Helen Murphy while alighting from car injured elbow.

Sept. 10. New Haven. Miss Crittenden fell from running board of moving car; slightly injured.

New Haven. H. C. Butler stepped off moving car; slightly injured.

New Haven. Chas. Bland jumped off moving car; slightly injured.

New Haven. P. Parsian stepped off moving car; slightly injured.

Hartford. Fuse blew out and Miss Cranshaw stepped from moving car and was badly hurt.

Waterbury. James Curran attempted to board car; injuries slight.

Waterbury. Jos. Heffernan alighted from moving car; slightly injured.

Sept. 11. Savin Rock. Mr. Burkhardt fell boarding moving car; slightly injured.

Hartford. John Sullivan, workman in Street Dept., holding plank which was struck by car; slightly injured.

New London. Mr. Hobson jumped from moving car and bruised hand.

Sept. 12. New Haven. J. Foley stepped off moving car; slightly injured.

New Haven. H. Schurer received shock while on car; slightly injured.

Hartford. Rachael Atchinson stepped from moving car and fell; head slightly cut.

Hartford. Mrs. Mensen and daughter stepped from moving car; mother's side injured, daughter's face injured.

Bridgeport. Unknown woman stepped from moving car; arm injured.

Bridgeport. M. J. Buechler; collision, car and auto; arm injured.

Meriden. John Sargeants stepped off moving car; slightly injured.

Sept. 13. Woodmont. Collision, car and team. M. Brown and Harry Hagel slightly injured.

New Haven. Mrs. M. Brady stepped off moving car; slightly injured.

New Haven. Mrs. McGill stepped off moving car; slightly injured.

Hartford. Max Mittelamen, workman, working with wrench; wrench slipped and finger slightly cut.

Hartford. W. R. Ford, conductor, fell from car; cut and bruised.

New London. Arthur Gorman jumped from moving car and was bruised.

Sept. 14. New Haven. Ellen Snyder fell near car; slightly injured.

Hartford. Unknown deaf and dumb man jumped from wagon directly in front of car and was struck; badly injured.

Hartford. Frank Lielaire, workman, fell through trap in car into pit; head and side injured.

1909.

- Sept. 14. Hartford. Anthony Salerno; car struck wagan; boy riding on same internally injured.
Plainville. Collision of cars: Mrs. Nellie Ames, face cut; Louis Ruebsamen, slightly injured; Russell B. Miller, slightly injured; William Barnes, slightly injured; Sarah H. Barnes, slightly injured; Sidney Hart, leg rather badly hurt.
Stamford. James Domenico; collision, car with wagon; leg bruised.
- Sept. 15. New Haven. Elizabeth Andrew stepped off moving car; slightly injured.
Morris Cove. Unknown woman stepped off moving car; face and hands scratched.
Hartford. Mr. Cooper; car struck team; driver slightly injured.
Cheshire. M. Higgins stepped off moving car; slightly injured.
Plainville. Lizzie Rockcliff stepped from moving car and fell; shaken up.
- Sept. 16. New Haven. Collision of cars. Two ladies slightly injured.
New Haven. Miss Granger stepped off moving car; slightly hurt.
Hartford. Small bone in workman's foot broken by iron bar turning over on same; Geo. Barthlein.
Oakville. Jos. Mill; collision of car and team; slight injury.
Waterbury. John Doyle jumped on moving car; bruised eye.
- Sept. 17. H. Simons struck by car; slightly injured.
New Haven. A. Ryan fell boarding moving car; slightly injured.
New Haven. Miss Monnella stepped off moving car and was slightly injured.
New Haven. Mr. Boski fell on running board and was slightly injured.
New Haven. E. Gerry struck by car and was slightly injured.
Woodmont. E. M. Gennung fell getting off moving car and was slightly injured.
Hartford. Motorman Hass, while raising side bar, struck bar in face.
Milford. Collision, car and team; C. W. Pratt shaken up and bruised.
- Sept. 18. New Haven. Mr. Newman jumped off moving car; slightly injured.
Morris Cove. T. G. Hastings stepped off moving car; slightly injured.
New Haven. Mr. Ellaro stepped off moving car and was slightly injured.
Waterbury. Julia Welch alighted from moving car; injuries slight.
New London. Miss Tyler ran into car and bruised face.
- Sept. 19. New Haven. Mrs. Koelher stepped off moving car; slightly injured.
New Haven. Mr. Delehanty stepped off moving car; slightly injured.
Hartford. Mrs. Catherine Leibler stepped from moving car and fell; slightly injured.

1909.

- Sept. 19. Bloomfield Center. Wm. Brown stepped from moving car and fell; head injured.
Burnside. Wm. Howlett struck by car running board; leg injured.
- Sept. 20. New Haven. H. Raphard tried to board moving car; slightly injured.
New Haven. Mrs. Welch stepped off moving car; slightly injured.
Hartford. Car jumped track and struck Martin McGuire riding bicycle; injuries slight.
Hartford. Walter Moore stepped from moving car and fell; bone in hand broken.
Glastonbury. Morris Lynch, intoxicated, lying side of track, struck in head by side of passing car; fatally injured.
Milford. John Lane struck by car and killed.
- Sept. 21. Hartford. Thos. Murray stumbled over car fender as car was running slowly; knee injured.
- Sept. 22. New Haven. Unknown man stepped off moving car; slightly injured.
North Haven. Car took switch at full speed; passengers shaken up; Mrs. A. K. Smith, Miss Tolle, Mrs. Beard.
Rockville. Chas. J. Gerich; car started suddenly and threw conductor against window; hand cut.
- Sept. 23. New Haven. Collision, car and team. John Smart; side hurt.
New Haven. Mr. Angelo fell off moving car; slightly injured.
New Haven. Thomas Eagan tried to board moving car; slightly injured.
Hartford. Mary Jones stepped from moving car and fell; slightly injured.
Hartford. Man stepped from moving car, struck man in street and fell; slightly injured; Mr. Bray.
Waterbury. Louis Nickels attempted to board car; slightly injured.
- Sept. 24. Mrs. Smith slipped getting off car; slightly injured.
Hartford. Car struck heavy double truck team and passenger slightly injured by force of collision; hands; Jefferson.
Waterbury. A. Dawless attempted to board moving car; slightly injured.
Torrington. James Foley while intoxicated staggered in front of car; injuries proved fatal.
- Sept. 25. New Haven. Mrs. Winterfield jumped off moving car; slightly injured.
New Haven. Miss Baribault stepped off moving car; slightly injured.
New Haven. Mr. Dwyer stepped off moving car; slightly injured.
Waterbury. Lou Sullivan alighted from moving car; slightly injured.
Seymour. Car jumped track and ran into stone wall; Mrs. Mary Evans' ankle and wrist sprained.

1909.

- Sept. 25. Milford. Collision of cars. J. R. Daynes shaken up and bruised.
- Sept. 26. New Haven. Frank Stroale ran into a car; slightly injured.
Hartford. Mrs. E. R. Felty stepped from moving car and fell; slightly injured.
- Sept. 27. New Haven. J. McMamara jumped off moving car; slightly injured.
New Haven. J. Henberg stepped off moving car; slightly injured.
New Haven. Mrs. Griffin struck by car and was fatally injured.
New Haven. H. M. Messenger fell in getting off moving car; slightly injured.
Bloomfield. James Bovard found lying side of track badly injured.
Hartford. J. Felix jumped from moving car and fell; slightly injured.
Meriden. Augusta Liegtke stepped off moving car; fatally injured.
- Sept. 28. New Haven. G. Anderson jumped off moving car; slightly injured.
Waterbury. James Coil alighted from moving car; slightly injured.
- Sept. 29. New Haven. Collision, car and team of Lampson Lumber Co.; driver slightly injured.
New Haven. Collision, car and auto. Three persons in auto were shaken up.
New Haven. Mrs. Seeldrick tried to board moving car and injured arm.
Hartford. Car struck team; John Tracy, driver, thrown off and slightly injured.
Hartford. Car struck Frank Clancy on bicycle; slightly bruised.
Norwich. Motorman H. Ladd badly shaken up by derailment of car.
Meriden. Frank Cribrose, employee; hand hurt.
- Sept. 30. Middletown. Dr. M. D. Murphy stepped from moving car and fell; shaken up.
- Oct. 1. Hartford. Mrs. Ziskin stepped from moving car and fell; slightly injured.
Waterbury. Fred Stone* alighted from moving car; head injured.
- Oct. 2. New Haven. I. Speegal tried to board moving car; slightly injured.
Hartford. Mrs. Josie Bovins claims car started and threw her as she was alighting; leg broken. (Unable to locate crew that had accident.)
Wallingford. Robt. Cregg, fingers caught in window; slightly injured.
New Haven. Rear end collision of cars. T. Bassy, R. S. Miller, T. Basserman, Miss Coonan, Mr. Delaney, all slightly injured.
New Haven. Mrs. Craft stepped off moving car; slightly injured.

1909.

- Oct. 2. Bridgeport. Collision, car and team. Jacob Holtz, driver, shaken up and bruised.
- Oct. 3. New Haven. Unknown man jumped off moving car; slightly injured.
Waterbury. Collision. Margaret Malone, nervous shock; Ella Malone, nervous shock; Augusta Johnson, nervous shock; Mrs. Augusta Johnson, spine injured.
- Oct. 4. New Haven. G. Farnum stepped off moving car; slightly injured. Waterbury. Mrs. Lane fell while alighting from standing car; injuries slight.
Bridgeport. Catherine Seymour jumped from moving car; leg injured.
- Oct. 5. New Haven. C. H. Strenwell tried to board moving car; slightly hurt.
Waterbury. Hugh Graham attempted to board car while in motion; injuries slight.
Hartford. Mr. Boyle tried to board moving car and fell; slightly injured.
East Hartford. H. B. Brainard. Car hit team; driver's finger slightly injured.
- Oct. 6. New Haven. Arthur Lowe fell from moving car; slightly injured. Waterbury. Chas. Gilmartin cut hand on door of car.
- Oct. 7. New Haven. Unknown girl walked into rear of car; slightly hurt.
New Haven. T. Farren stepped off moving car; slightly injured.
Hartford. Clarence Wickham tried to board moving car and fell; head cut.
Hartford. John Shanahan, man walking in street leading horse, struck by car; slightly injured.
Hartford. Geo. Pease, struck by car while crossing street; head injured.
Waterbury. Unknown attempted to board car while in motion; slightly injured.
Waterville. Grace Lodge, derailment; nervous shock.
- Oct. 8. New Haven. Geo. Kich tried to board moving car; slightly hurt. West Haven. Collision of cars; Mike Cander slightly injured.
Hartford. Motor dropped and car went off track: J. J. Regan, hand cut; Thos. H. Sibon, head slightly injured; Mrs. M. Duffy, badly injured; Harry Manion, motorman, leg slightly injured and head cut.
East Hartford. Collision of cars. Arthur S. Gale, slightly hurt; Adella C. Daniels, slightly injured; Bertha Helgren, slightly injured; Mrs. R. H. Hassett, slightly injured; John D. Henderson, badly injured.
Hartford. Collision of cars: Edw. Cope, hand and nose bruised; Mr. Ames slightly injured.
Bridgeport. Collision car and team; Chas. Strant; arm injured.
New Britain. Auto, Natzke driving dump car struck by car; rather badly injured.

1909.

- Oct. 8. Hartford. Harry Miner stealing ride jumped from moving car; slightly injured.
- Oct. 9. Hartford. Wm. Cheelwick on bicycle ran into car fender; face scratched.
Berlin. Miss Bertha Judd stepped from moving car and fell; knee slightly injured.
New Haven. Lighthouse Point. Collision of cars. F. D. Roberts, A. F. Williams, Michael Dunn, A. F. Trowberge, H Bertel all slightly injured.
- Oct. 10. Hartford. Tracey Severence, conductor, while changing signs was hit by car on other track; head cut.
Cheshire. John Bailey; collision, car and team; injuries slight.
Cheshire. Pat. Coleman; collision, car and team; injuries slight.
- Oct. 11. West Haven. At Savin Rock. Mrs. Starboy stepped off moving car; slightly injured.
New Haven. Harry Levitski ran into a car and was slightly injured.
East Hartford. John Cleaveland stepped from moving car and fell; slightly injured.
- Oct. 12. New Haven. Mrs. F. Sealbo jumped off moving car; slightly injured.
Hartford. Carl Ludren; car jumped track and threw man off who was riding on rear step; leg slightly injured.
Hartford. J. Connors jumped from moving car and fell; slightly injured.
Collision, car and auto; Emil Pfizer, driver, shaken up and bruised.
Waterbury. Adam Conway struck by plank while on running board; leg broken.
- Oct. 13. New Haven. Unknown man tried to board moving car; slight injuries.
Rockville. J. Mitchell while putting blocks under car wheel had thumb caught between block and wheel; thumb jammed.
- Oct. 14. New Haven. Car struck team; J. M. Welch and F. Bradley slightly hurt.
New Haven. Mr. O'Mara stepped off moving car; slightly injured.
Hartford. Mary Scanlon stepped off moving car and fell; slightly injured.
Waterbury. George Cockran; collision, car and team; injuries slight.
Plainfield. Chas. Smith fell from standing car; died later from injuries.
- Oct. 15. New Haven. L. Carter fell getting off moving car; slightly injured.
New Haven. Mr. Kelly of Wallingford jumped off moving car; slightly injured.
Bridgeport. Thomas Kiernan; guard rail fell; head injured.
- Oct. 16. West Haven. Collision of cars. M. J. Foley, James Corper slightly hurt.

1909.

- Oct. 16. New Haven. Collision of cars. Mrs. E. D. Ashland, Mrs. N. C. Barclay, Miss E. Barnmen, Geo. E. Watson, P. G. Hudson slightly injured.
- Glastonbury. Jos. Pollard; car started as man was alighting and he was thrown; rib broken.
- Hartford. Miss Ethel M. Clare claims she was thrown by car starting as she was boarding same; slightly injured. (Unable to find crew that had accident.)
- Derby. Collision of cars in which the following were shaken up and bruised: John Hopp, John L. Aunders, Dora Wagner, Patrick Cavanaugh, Harry Warner, Bertie Dolan, Minie Keegan, George Smith, Umberto Berrito, Irene Ahern, Elizabeth Barclay, Helen B. Hubbell, Bessie Rappoport, Albert D. Crandel, Harriet E. Brooks, Mildred Brooks, Leverett Hinnan, Bridget Ryan, Julia Keegan, Isabell Mason, Victoria Hennessey, Mrs. F. Lyons, Della Buckley, Della Hubbell, Harry Rappoport, Mary Osborne.
- Hartford. William Crowley, passenger, stabbed in leg by Italian passenger; leg injured.
- Oct. 17. New Haven. Rachael Silverman stepped off moving car; slightly hurt.
- New Haven. Mrs. Sweeney stepped off moving car; slightly injured.
- West Haven. Mrs. E. Gladwin stepped off moving car; slightly injured.
- New Haven. Collision of cars, seventeen injured: Mr. and Mrs. G. Gianatte and seven children, Mr. and Mrs. S. Sarr, Mr. Johnson, Mr. Tyler, Mr. and Mrs. McManus, J. Hennessey, Marie Hamden.
- New Haven. H. S. Hellman stepped off moving car; slightly injured.
- Oct. 18. Middletown. Car struck wagon in which two men were riding; both fatally injured; Anton Lipfert and Flabius Graves.
- Rocky Hill. John Shipmaker stepped from moving car and fell; head slightly cut.
- New Haven. Unknown man dragged by car and slightly injured.
- Hartford. Piece of steel from bull point struck workman on finger; finger cut.
- Hartford. While moving rail, laborer caught finger; finger cut.
- Oct. 19. New Haven. E. Hubbell fell from moving car; slightly injured.
- Hartford. Little Louisa Crawford lying between double track with arm extended over rail, had arm run over by car; had left arm crushed.
- Waterbury. Mr. Van Bean attempted to board car; slightly injured.
- Oct. 20. New Haven. Ester Bohen stepped off moving car; slightly injured.
- Hartford. Michael King, workman, hit by rear fender as car swung around curve, wrist fractured.

1909.

- Oct. 20. Hartford. Michael Salvatore, boy, claims to have been thrown by car starting as he was alighting; injuries unknown.
Hartford. Car struck wagon; Wm. Connors, driver, thrown off and slightly injured.
New London. Unknown man fell in boarding car; bruised arm.
- Oct. 21. Wethersfield. John L. Wells, deaf man, walking in track struck and killed by car.
Portland. Martin Flynn stepped from moving car and fell; hand slightly injured.
- Oct. 22. Windsor. T. H. McAuliffe struck by car fender; slightly injured.
Meriden. Wm. Doyle, collision car and team; driver slightly hurt.
- Oct. 23. New Haven. Unknown man tried to board moving car; slightly injured.
New Haven. P. Callahan tried to board moving car; slightly hurt.
Waterbury. Jennie Skinner, derailment; injury to knee.
- Oct. 24. Rockville. While repairing trolley, Harry Conally, retriever workman had wrist fractured.
- Oct. 25. Waterbury. F. C. Clark. Car backing over switch point, pole came off cutting fingers; amputation at first joint (Employee).
Milford. Collision of cars. P. Nolan passenger, shoulder injured; P. Sullivan, motorman, killed.
- Oct. 26. New Haven. Mrs. E. M. Allen stepped off moving car; slightly injured.
Windsor. Collision of cars: Miss Alice G. Norcross, slightly injured; Edw. J. Sheriden, slightly injured; Geo. H. Teao, Jr., slightly injured; Ethel M. Viets, slightly injured; Mrs. Cole M. Viets, slightly injured; Fred. W. Griswold, slightly injured; Annie Clark, slightly injured; Mrs. F. J. Drake, slightly injured; Jos. A. Magnant, slightly injured; Albert Goldenbloom, slightly injured; Louise Brainerd, slightly injured; Agnes Cox, slightly injured; Wm. E. Oakes, slightly injured; Sarah S. Wrisley, slightly injured; Ellen H. Marcy, slightly injured; Mrs. Annie Dibble, slightly injured; Elsa T. Dickerson, slightly injured; Mrs. Anna G. Taylor, slightly injured; Thos. W. Crockett, slightly injured; Wm. H. Shaffer, slightly injured; Mrs. Sophia Woodcosky, slightly injured; Mrs. Ina J. Snow, slightly injured; Mrs. Emma A. Arnurius, slightly injured; Mrs. Grace I. Lampher, slightly injured; Mr. Chas. Loyd, slightly injured; Albert F. Brewer, slightly injured; Robt. Waller, slightly injured, motorman; Jos. E. Dunn, conductor; arm broken.
Hartford. Mrs. L. Carter, after alighting from car, had hold of handle, car started and she was thrown; slightly injured.
Hartford. Louis Lajoie, workman, while moving sawhorse fell; leg and shoulder injured.
Hartford. S. Christensen, driver of wagon, car struck same and his knee was injured.

1909.

- Oct. 27. Hartford. Roy Wardell, conductor, riding as passenger, jumped from moving car and fell; small bone in wrist fractured.
- Oct. 28. New Haven. Collision of cars. F. Goldbaum and unknown lady slightly injured.
East Haven. Unknown man tried to get off moving car; slightly hurt.
Hartford. Unknown man tried to board moving car and fell; knee injured.
- Oct. 29. Hartford. Trolley pole struck and broke street light and flying glass struck Jos. Dobson's hand slightly.
Hartford. Workman's finger slightly cut unloading rail.
Norwalk. Collision car and team; unknown driver injured.
Meriden. Collision car and team; Wm. Slater, driver, slightly injured.
- Oct. 30. New Haven. Alfred Peure struck by car; slightly injured.
Windsor Center. While conductor was changing trolley, Mrs. Alfred House alighted from car in darkness and tripped over trolley rope; knee slightly injured.
Waterbury. Nellie Murphy alighted from moving car; injuries slight.
Waterbury. Helma Anderson jumped from car when controller blew out; nervous shock.
Waterbury. Rosa Johnson jumped from car on account of controller flashing; nervous shock.
Waterbury. Pat'k Goss jumped from car when controller flashed; nervous shock.
Waterbury. Geo. H. Freeman, jumped from car when controller flashed; nervous shock.
- Oct. 31. Hartford. D. Rosenberg stepped from moving car and fell; slightly injured.
Bridgeport. Pat'k Quinn struck by car; instantly killed.
- Nov. 1. West Haven. J. H. Bradley tried to board moving car; slightly hurt.
New Haven. Collision car and team; Mrs. E. M. Price slightly injured.
Branford. Mrs. Arbinger, jumped from moving car; slightly injured.
New Haven. Mrs. Ellen Matthews jumped from moving car; slightly injured.
Hartford. James Orepere stepped from moving car and fell; slightly injured.
Hartford. Geo. S. Godard claims to have been thrown by car starting as he was boarding same; leg badly injured. (Unable to locate crew that had accident.)
Derby. Collision car and team; Melville Yudkin back injured.
Stamford. Rear end collision; Mrs. Palmer back bruised and Mrs. E. Need, knee fractured.
- Nov. 2. West Haven. Mr. Perry tried to board moving car; slightly injured.

1909.

- Nov. 2. New Haven. W. Williston jumped from moving car; slightly injured.
New Haven. Unknown woman jumped from moving car; slightly hurt.
Hartford. Car rounded curve at fast rate of speed; Mrs. Lacerviar, and Mrs. Pessay were thrown from car, both slightly injured.
Hartford. Car struck express team and threw H. S. McGlory, driver, off; back badly injured.
Berlin. Car struck wagon; Dennis Carroll, driver, fatally injured.
Montville. Brakeman E. C. Worth fell from flat car and was bruised.
- Nov. 3. New Haven. Mrs. Burnstein stepped from moving car; slightly hurt.
Hartford. Car started just as Mrs. Karbe was boarding same and she was thrown; slightly injured.
Hartford. Chas. Thomas, workman, hand cut and bruised while he was working on motor.
- Nov. 4. Hartford. Man stepped from moving car and fell and his wife jumped after him and fell; both slightly injured. Mr. and Mrs. Steinhouse.
- Nov. 5. New Haven. F. J. Sullivan tried to board moving car; slightly injured.
Meriden. Henry Hackett stepped off moving car; slightly injured.
- Nov. 6. Hartford. Motorman Cooley putting in fuse in car had hand burned.
South Manchester. Mrs. James Loomis thrown by car starting as she was alighting; slightly injured.
Waterbury. Pat'k Halligan jumped from moving car; slightly hurt.
- Nov. 7. New Haven. Mrs. Nichols struck by car; arm broken.
New Haven. D. O'Sullivan stepped off moving car; slightly injured.
New Haven. J. Connor was slightly injured.
West Haven. Mrs. Ducherme thrown in car and was slightly hurt.
New Haven. A. Nomid stepped off moving car; slightly injured.
East Hartford. Mrs. M. P. Isensee stepped from moving car and fell; slightly injured.
- Nov. 8. Hartford. Jos. Fenn, boy stealing ride on car fell off; face scratched.
Hartford. Working man's finger cut by breaking concrete.
- Nov. 10. Centerville. John Sheiber and Mrs. Allen struck by car; slightly injured.
Norwich. P. Paredino fell under car and was killed.
- Nov. 11. New Haven. M. Chrismeyer struck by car; slightly injured.
New Haven. Mrs. Durry stepped from moving car; slightly injured.
New Haven. Mrs. Raichiel fell in the car; slightly injured.

1909.

- Nov. 11. Hartford. Mr. Harrington stepped from moving car and fell; face and hands cut.
Waterbury. Harry Bernan attempted to alight from moving car; slightly injured.
Waterbury. Kelly fell off step of car moving slowly.
New London. John White stepped in front of car and was bruised.
- Nov. 13. New Haven. Mr. Parmelee tried to board moving car; hand cut.
New Haven. Unknown man struck by car; slightly injured.
New Haven. Geo. Reading jumped from moving car; slightly hurt.
New Haven. Henry Kohns jumped from moving car; slightly injured.
Hartford. C. C. Barber tried to board moving car and fell; leg slightly injured.
Hartford. Car started as John O'Connor —, and he was thrown; wrist sprained.
Hartford. Unknown woman stood up in car, and as car started she fell; face scratched.
Milford. Derailment; Conductor M. Gill's foot hurt.
Derby. John Cronin jumped from moving car and fell; fatally injured.
- Nov. 14. New Haven. At Lighthouse Point. Richard Murphy picked up by fender; slightly injured.
Hartford. Conductor started car as Miss Jane A. Brown was boarding same and she was thrown; slightly injured.
Hartford. Man stepped from moving car and fell; slightly injured.
- Nov. 15. New Haven. Mrs. McGrailey fell getting off moving car; slightly injured.
- Nov. 16. Norwich. J. Giuphups jumped from moving car and was bruised.
Montville. Italian stepped in front of car and was slightly bruised.
Derby. Collision, car and team; Jos. Banfi, sprained ankle.
- Nov. 17. New Haven. E. Restine fell against door and hurt head.
Rockville. John Egan, employee, while trying to close switch had thumb caught; thumb smashed.
Hartford. John McKay, workman for Loraine Steel Co., while welding track was struck on head by passing car; badly injured.
- Nov. 18. New Haven. J. Worthington tried to board moving car; slightly injured.
Hartford. Wm. Main, workman, finger cut while working on planer.
Westfield, Town of Middletown. Albert Marchelli walking track, struck and killed by car.
- Nov. 19. Wallingford. John Reilly struck by car; rib fractured.
- Nov. 20. Hartford. Turnpike Crossing, Berlin. Car struck auto and Mr. Jensen, driver, badly injured.
- Nov. 22. New Haven. Sis Mandle fell from moving car; slightly injured.

1909.

- Nov. 22. New Haven. Officer McDermott fell boarding car; slightly hurt.
Hartford. Mrs. Bigels and child ran from one car in front of another; slightly injured.
Norwich. Italian jumped from moving car and was bruised.
Bridgeport. Collision, car and team; unknown driver injured.
Bridgeport. Premature starting of car, Rocco Mastrasso injured leg.
- Nov. 23. North Haven Crossing. Miss Roarke injured while getting off car; ankle injured.
New Haven. L. B. Fuller dragged by car; leg slightly injured.
Waterbury. H. W. Wells alighted from moving car and broke leg.
- Nov. 24. New Haven. Angelo Lombardi struck by car and fatally injured.
New Haven. Mrs. Adams fell getting off moving car; slightly injured.
Hartford. Car struck coal team and threw Driver Wm. Skinner off; shaken up.
- Nov. 25. New Haven. Unknown colored lady fell in car; slightly injured.
Hartford. Wm. Laun walked into side of car and was thrown; slightly injured.
Bridgeport. Collision, car and team. D. Fairchild Wheeler, general shaking up.
- Nov. 26. New Haven. Unknown person struck by car and fatally hurt.
New Haven. Unknown person fell boarding moving car; slightly injured.
New Haven. D. O'Donald fell boarding moving car; slightly injured.
Hartford. As car started, Mrs. Langfrey fell in car; slightly hurt.
- Nov. 27. West Haven. Lesly McArthur struck by car; arm injured.
Hartford. E. H. Warner jumped from moving car and fell; wrist injured.
Jewett City. W. G. Greenman jumped from moving car and bruised knee.
- Nov. 28. West Haven. Team struck side of car; Mr. and Mrs. Humphrey, occupants, slightly injured.
New Haven. A. L. Moran stepped off moving car; injured knee.
East Hartford. Car struck large obstruction on track, and Ray C. Stanton shaken up.
Hartford. Car hit auto and Mrs. Wallis, occupant, was slightly injured.
- Nov. 30. New Haven. Unknown person stepped off moving car; slightly hurt.
Hartford. Mrs. Peasley stepped from moving car; hip broken.
Waterbury. John Parain jumped off car while in motion; slightly injured.
- Dec. 1. Hartford. Mr. E. Rood stepped from moving car and fell; head badly injured.
South Manchester. Geo. Wardell, fooling with another boy ran directly front of car and was struck; ankle slightly hurt.

1909.

- Dec. 1. Hartford. Car struck wagon and threw John Christensen off; slightly injured.
 Waterbury. Thos. Carney fell while boarding moving car; slightly injured.
 Waterbury. Mrs. W. S. Curtis fell while alighting from moving car; slightly injured.
- Dec. 2. New Haven. Unknown woman stepped off moving car; slightly injured.
 East Hartford. Car struck dump cart and James O'Neil, driver, slightly injured.
 New Britain. Car struck auto; W. E. Hines, driver, slightly injured.
 Stamford. Collision of cars: E. Miner, slightly injured; W. B. Robinson, slightly injured; S. Potter, slightly injured; Mrs. E. McKeon, slightly injured; S. D. Searles, head bruised; Mrs. J. Collans, slight injuries; Miss K. Lippoth, slight injuries; H. McGuire, slight injuries; Fred Nelson, slight injuries; O. Talmadge, slight injuries; J. Worden, slight injuries; J. Sperry, slight injuries; H. Eagna, fell on head, body bruised; S. Britton, slight injuries; E. H. Crosby, slight injuries; I. D. Stevens, slight injuries; Miss Smith, slight injuries; Grace Austin, slight injuries; Ethel Randall, slight injuries; Alice Hoyt, slight injuries; Mrs. R. Hughes, slight injuries; Mrs. J. B. Johnson, slight injuries; W. Hirschberg, leg cut and body bruised; L. W. Hunt, body bruised; E. Dugan, slight injuries; Julia Slason, slight injuries; W. Taylor, slight injuries; H. A. Studwell, knee cut and head bruised; Grace Rollin, slight injuries; Harold Tom, slight injuries.
- Dec. 3. New Haven. Mrs. L. Phillips fell from moving car; slight injuries.
 Meriden. William Seymour stepped off moving car; slightly injured.
- Dec. 4. New Haven. L. Barr stepped off moving car; slightly injured.
 New Haven. F. Savage fell trying to board moving car; slightly injured.
- Dec. 5. New Haven. W. J. Webster fell boarding moving car; slightly hurt.
 New Haven. Unknown man fell off moving car; slightly injured.
 New Britain. As car rounded curve, Wm. H. Turner, boy, fell from rear platform; wrist and head injured.
 Hartford. Hyman Steinman jumped from moving car and fell; slightly injured.
- Dec. 6. New Haven. Unknown man struck by car; slightly hurt.
 New Haven. Mr. Ellech tried to board moving car; slightly hurt.
 New Haven. John Hogan tried to board moving car; slightly injured.
 New Haven. Mr. Belton fell boarding moving car; slightly hurt.
 Norwich. Mrs. Perkins fell boarding car and was bruised.

1909.

- Dec. 6. Bridgeport. Controller burnt out, motorman P. C. Thiabault; face burned.
- Dec. 7. New Haven. Mr. Lyons walked off moving car; head badly injured.
New Haven. Car struck man named Welch, fatally injured.
Hartford. M. Morrissey fell from moving car; head cut.
Bridgeport. Collision car and team; Doctor Richter, eyes injured.
- Dec. 9. New Haven. J. Rioldon jumped off moving car; slightly injured.
Mt. Carmel. Mr. Barnes stepped off moving car; slightly injured.
Hartford. Mrs. L. H. Seymour fell while boarding car at standstill; slightly injured.
- Dec. 10. New Haven. Unknown man fell off moving car; slightly injured.
New Haven. J. Dwyer fell off moving car; slightly injured.
New Haven. Unknown woman thrown from car; slightly injured.
Hartford. Car struck carriage, A. H. Loyden, driver, made very nervous from effects of accident.
Hartford. Car struck A. H. Rivers, deaf mute, who was crossing street; badly injured.
East Hartford. Glastonbury Line. Mrs. Mildred Cooley stepped from moving car and fell; badly injured.
Westport. Auto alleged to have run into stone left upon highway. Thadbus Beecher badly shaken up and bruised.
- Dec. 11. New Haven. Car struck unknown man; head injured.
Hartford. Martin Prentice stepped from moving car and fell; face cut.
East Hartford. Julius Jernoll struck by car; badly injured.
Cromwell. Thos. Byrens tried to board moving car and fell; head injured.
- Dec. 12. New Haven. Hatty Simons struck by car; head injured.
Meriden. Collision car and motor cycle; Mr. Sutherland slightly injured.
- Dec. 13. West Haven. W. Smith fell off step; side injured.
New Haven. F. Smith jumped off moving car; slightly injured.
East Hartford. Car struck wagon and threw J. H. Dunn, driver off; slightly injured.
New London. A. Grippio jumped from moving car and was bruised.
Middletown. Gustaf Johnson walking track; struck and killed by car.
- Dec. 14. New Haven. Henry Werwiss stepped off moving car; slightly injured.
New Haven. Collision car and hack; Mrs. Wallace in hack was slightly injured.
Hartford. Augustus A. Dean claims to have been thrown by car alighting; badly hurt. (Unable to locate crew that had accident.)
Waterbury. Thos. Carney, collision car and team, head cut and ankles sprained.
Waterbury. Morris Lane, collision car and team; head cut.

1909.

- Dec. 14. Southington. Frank J. Collins, workman, killed by coming in contact with live wires.
Bridgeport. Collision car and team; unknown driver injured.
- Dec. 15. New Britain. Vincent Hayes, child, struck by line car; slightly injured.
- Dec. 16. New Haven. Unknown person tried to board moving car fell; slightly injured.
Stratford. Derailment. Mrs. Doolittle, Marian Doolittle shaken up and bruised.
- Dec. 17. Windsor. Dr. Fiske while alighting from car at standstill; slightly injured.
Wethersfield. Car started as John Mackintosh was alighting and he was thrown; slightly injured.
Waterbury. Rear end collision: Albert Schwancor, shoulder injured; Ida Latham, nervous shock; Florence Burnap, nervous shock; May Coser, nervous shock; May Hennessey, fractured her ankle; Joe Schgrue, shock; Michael Hogan, back hurt; E. Leonard, back hurt; Gertrude Lynch, shock; Jos. Debonis, nervous shock; Mary Miller, shock; H. Sturges, cut and bruised; T. Carroll, cut and bruised.
- Dec. 18. New Haven. Collision of cars; Mrs. Hughes injured.
Mechanicsville. Unknown man jumped from moving car and was bruised.
Bridgeport. Ed. Makara tried to board moving car; bruised and shaken up.
- Dec. 19. New Haven. Mr. Murray jumped off moving car; slightly injured.
- Dec. 20. Hamden. N. H. Boldue struck by car; slightly injured.
Hartford. Mrs. Mary McGuinn was thrown as car started as she was boarding same; slightly injured.
- Dec. 21. New Haven. Boy named Liegman got off moving car; head injured.
New Haven. J. Fallon jumped off moving car; slightly injured.
East Hartford. Geo. Comeau, workman, while helping to unload rails, had finger caught between rails; finger badly cut.
- Dec. 22. New Haven. G. Tonanyone, finger smashed in door.
New Haven. C. Mehn walked off moving car; slightly injured.
Waterbury. Jos. Smokely fell in pit of car house; sprained ankle.
Hartford. Subest Ano jumped from moving car and fell; badly injured.
Wethersfield. Car struck wagon with hurdy-gurdy on same, girl riding on wagon, thrown off and slightly injured; Bernardo Masconi's daughter.
- Dec. 23. Waterbury. Chas. Wheeler, collision car and team; cut and bruised.
Hartford. Mike Prillo, employe, injured unloading rails at new car barn; head cut.
Bridgeport. Wagon caught in plate on drawbridge; Harry Crane, driver, thrown out and cut head.

1909.

- Dec. 24. New Haven. Margaret Fieeeney tried to board moving car; slightly injured.
New Haven. S. Bertine struck by car; slightly injured.
Hartford. Car struck wagon and threw Julius Cazela, driver, off; slight injuries.
Hartford. E. L. Kirkam tried to board moving car and fell; slightly injured.
Hartford. Wm. Murphy claimed sudden starting of car threw him and put shoulder out of joint. (Crew know nothing about it.)
- Dec. 25. New Haven. Mrs. Miller fell from car; slightly injured.
New Haven. R. G. Kristy jumped off moving car; slightly injured.
Hartford. Mrs. Frank Tatro stepped from moving car and fell; slightly injured.
East Hartford. Collision of cars. Louis Jacen, Wm. J. O'Connor, Thos. O'Connor, all slightly injured.
Norwich. John Dunion fell on board moving car and broke rib.
- Dec. 26. Seymour. Car became derailed and went down bank into pond of water; Motorman Fred Bread, killed; Conductor M. Donovan, killed; Mr. and Mrs. Madison and Miss Alvilda Peterson, shaken up and bruised.
- Dec. 27. Rockville. Geo. Batz stepped from moving car and fell; leg injured.
Norwich. Mrs. Wm. Grinell slipped from step and wrenched back.
- Dec. 28. New Haven. Mrs. H. Hoffman slightly injured while boarding car.
New Haven. Mrs. M. Merens slipped on step while leaving car; slightly injured.
South Manchester. Some passenger gave bell to start car, E. W. Farrell was boarding same as it was starting and he was thrown; leg injured.
Hartford. Wing Wong, chinaman, fell when conductor put him off car; slightly injured.
- Dec. 29. New Haven. Mrs. Reilly slipped while leaving car; slightly hurt.
- Dec. 30. Waterbury. Nelson Dingwell; collision, car and team; bruised and sprained.
Waterbury. J. P. Flynn while turning trolley fell; cut in head.
Bridgeport. Sam Katz injured on car; back injured.
- Dec. 31. Waterbury. Mrs. Burton Chapman, register dropped cutting her knee.
Norwich. Mrs. Welch stepped in front of car and head was bruised.
Norwich. G. F. Lewis was thrown from sled; shaken up.

1910.

- Jan. 1. New Haven. Collision with team owned by Pasquale Cussina; driver injured.
New Haven. Unknown man, intoxicated, stepped off moving car; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

1910.

- Jan. 1. East Hartford. Car struck wagon and threw Max Gipestein, driver, off; ribs injured.
Middletown. Passenger saw car was going to hit fire apparatus and jumped from moving car; ankle injured; Jacob Schling.
- Jan. 2. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.
- Jan. 3. Hartford. Mrs. John Pinches slipped and fell while alighting from car at standstill; leg broken.
- Jan. 4. New Haven. Seabury Howe, traveler on highway, struck by car; fatally injured.
Hartford. Car struck wagon, and driver walking side of wagon caught between car and wagon; leg badly bruised; John Hayes.
Bridgeport. Barnum Ave. car barn. Hans Iverson, employee, caught in shafting; fatally injured.
New Britain. Slight collision of cars; Motorman Wrinn slightly injured.
- Jan. 5. Branford. Collision of cars; Otto Helbig, Ellen Tyler Pratt, injured; August Johnson slightly injured.
New Haven. Unknown man fell on car; hand injured.
West Haven. Geo. Wilson stepped off moving car and fell; slightly injured.
New Haven. Unknown man fell running after car; leg bruised.
Hartford. Car struck sleigh, and Driver C. A. Dunn slightly injured.
Bridgeport. Collision, car and team; unknown driver injured.
New London. O. C. Beckwith stricken with heart disease and died on car.
- Jan. 6. New Haven. P. Hester ran after car and fell in street; face cut.
New Haven. Unknown boy stepped off moving car and fell; slightly injured.
New Haven. Collision of team owned by L. Omstead, Cheshire; wagon damaged and driver injured.
New Haven. Mr. Hasting pushed off car by another passenger; scalp wound.
- Jan. 7. Waterbury. Collision between two cars: Nellie Healey, shock; Annie Horan, shock; Margaret Flannagan, shock; Bertha Hoethke, hysterics and shock; Jennie Carroll, hysterics and shock; Henry Baker, injured shoulder; Adolph Walroden, injured his side.
East Hartford. After alighting from car, Mrs. James Martin slipped on ice and fell; leg broken.
- Jan. 8. New Haven. Collision of cars: W. C. Recel, Mr. Peck, Mr. Gilbert, injured.
Hartford. Wm. Bacharach crossed from behind one car in front of another, was struck and badly hurt.
Hartford. Car hit dump cart and threw Driver John Smith off; leg hurt.

1910.

- Jan. 8.** Taftsville. T. Leblanc slightly bruised in collision.
- Jan. 9.** East Haven. Mrs. A. Chamberlain stepped off moving car and fell; slightly injured.
Hartford. Car hit buggy and threw Driver Harry Cramer out; hand slightly injured.
Berlin; opposite trotting park. Collision of cars: Nathan Gordon, slightly injured, T. U. Harris, slightly injured; W. G. Gibney, rather badly hurt.
- Jan. 10.** New Haven. Unknown man, traveler on highway, struck by car; bruised about head.
- Jan. 12.** West Haven. Collision with team; John Franklin, head cut.
Waterbury. Mrs. James Sincaster; collision between team and standing car; ulcer in breast. Claimed injury to spine and nervous shock.
Derby. Collision, car and team; H. Schuessler, driver, cut on nose and forehead.
Stamford. Ruth Vale struck by car; face cut.
- Jan. 13.** New Haven. John Ranstrong, traveler on highway, struck by car and was slightly bruised.
Waterbury. Algot Grabriel, while working on planer in repair shop, cut head and face.
- Jan. 14.** Hartford. Ralph Carbow tried to board moving car and fell; slightly injured.
- Jan. 15.** New Haven. Unknown man, intoxicated, fell off moving car; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
- Jan. 17.** New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Colored man, traveler on highway, struck by car; cut about the head.
Meriden. James Petrillo, struck by car; cut about head.
- Jan. 18.** New Haven. Collision of cars: Mrs. G. Redmond, slightly injured; J. Dolley, slightly injured; Mrs. Bolus, slightly injured; A. Tabian, slightly injured; T. Wilson, slightly injured.
New Haven. Collision with hack; Mrs. Lambert and Cecil Lambert slightly injured; driver injured.
Branford. At Pine Orchard. Head on collision between passenger car and trolley express car. Motorman Baker on passenger car fatally injured; J. Medlyn, M. Hall, and Mrs. Perry injured slightly.
New Haven. Collision with team; wagon damaged, and J. Johnson, driver, head bruised.
New Haven. Unknown man stepped off moving car and fell; coat torn.
West Haven. Henry Scheiver stepped off moving car and fell; slightly injured.

1910.

- Jan. 18. Newington. Passenger fell against car window, and piece of flying glass struck Nicholas M. Cohen, another passenger, in eye; eye slightly injured.
- Jan. 19. New Haven. Unknown man attempted to board moving car; slightly injured.
- West Haven. Collision of cars: Dr. Bergman, Mrs. Dickenan and daughter, Mrs. Herlow, Mr. Peine, all slightly hurt.
- New Haven. Glass and frame fell on Mr. Broadbent; slight bruise on head.
- New Haven. Collision of cars: H. E. Ellis, F. W. Lawless, C. F. Hyde, Officer Stowell, C. B. Mack, R. T. Gebhart, J. H. Kelly, W. Smith, B. Kennedy, E. Pelsner, E. McCann, G. Beulad, and W. A. Barker, all slightly injured.
- New Haven. Mrs. J. Patten stepped off moving car and fell; ankle slightly injured.
- Stratford. Collision of cars: Mrs. H. T. Porter and Mrs. Mary Donnong badly shaken up and bruised.
- New Britain. Car was started as Mrs. Woodhouse was alighting and she was thrown; slightly injured.
- Jan. 20. Waterbury. Wm. Knapp, conductor, changing trolley pole, reel fell and hit his shoulder.
- Hartford. Unknown intoxicated man went to board car, slipped and fell; head struck against car step, head cut.
- East Hartford. Mrs. C. O. Turner tried to board moving car and fell; slightly injured.
- Hartford. Mrs. Dora Village fell while boarding car at standstill and cut head.
- Stamford. Derailment: Fred Dasknan, body bruised; Fred Ritz, slightly injured; Fred Dubee, slightly injured; P. Certilizo, leg cut and bruised; P. Reedy, body bruised; H. Eagan, leg and shoulder cut and bruised; Conductor C. C. Sweet, badly bruised, hand cut.
- Willimantic. Brakeman James Taylor fell from flat car and was bruised.
- Jan. 21. Hartford. Alice Goodyear claimed car started while she was boarding same; shoulder dislocated. (Unable to locate crew that had accident.)
- Jan. 22. East Haven. Iring Law stepped off moving car and fell; slightly injured.
- Waterbury. Mary Dooly ran in front of moving car; bruised.
- Waterbury. O. J. Berminger; collision, car and team; sprained his ankle.
- Waterbury. Derailment; Mrs. P. J. Reardon, nervous shock.
- New London. Mrs. Murphy and Potter fell from car and were bruised.
- Jan. 23. New Haven. Mr. Hale stepped off moving car and fell; slightly injured.
- Jan. 24. New Haven. Wm. Alcorn stepped off moving car and fell; slightly scratched.

1910.

- Jan. 24.** Hartford. Hans Cook, employee, while unloading car wheels, wheels fell on toe; toe injured.
 Norwich. Horse frightened by car and ran away, throwing out and bruising F. S. Robbins.
 New London. Car collided with team, bruising Marvin Beebe.
 Hartford. Motor took fire, and ladies were frightened and fell in trying to get out of car; Mrs. Louisa Brainard, slightly injured; Mrs. Ellen Collins, slightly injured.
- Jan. 26.** New Haven. Rebecca Levey fell while boarding a car; clothes soiled.
 New Haven. Wm. Brown, employee, pole fell and rolled over his body; badly bruised about body and fell.
 Hartford. Car struck wagon, and Geo. Cook, driver, slightly injured.
 Manchester. Mr. A. Palms walking track was struck by car; head cut.
 Meriden. Car struck team, and three persons in team slightly injured: Martin A. and Anna Miller, husband and wife; Herman Lobardy.
- Jan. 27.** Waterbury. Obernier; collision, car and team; cut and bruised.
 Waterbury. Wm. Vellikes; collision, car and team; injuries slight.
 Hartford. In trying to put trespasser out of car barn, Foreman R. C. Nilpimore cut his hands; slightly cut.
- Jan. 28.** Rockville. Car struck auto, and three people in it were thrown out: Mr. Robt. C. Tuttle, fatally injured; Mrs. Robt. C. Tuttle, very badly injured; H. Lewis Wirs, slightly injured.
 Meriden. Collision, car and team; horse killed and Driver J. Rouse slightly injured about the head.
- Jan. 29.** New Haven. James Lawlor, fell on car floor; slightly injured.
- Jan. 31.** New Haven. James Moohan attempted to board moving car and fell; slightly injured.
 Hartford. Vernon St. car barn. Workman stepped on nail in shop; foot slightly injured.
 Middletown. Mrs. Buell's child thrown by conductor starting car as child was alighting; slightly injured.
- Feb. 1.** New Haven. Alice Koskoff, traveler on highway, ran into side of car; slightly injured.
 New Haven. Hugo Elpasa stepped off moving car and fell; slightly injured.
 Glastonbury. Man jumped from moving car and fell; slightly injured. Milton S. Tracey.
- Feb. 2.** New Haven. Unknown man attempted to board moving car and fell; slightly bruised.
- Feb. 3.** New Haven. Mrs. McNamara stepped off moving car and fell; slightly injured.
 New Haven. Unknown lady fell on side of car; slightly injured.
 Hartford. Collision of cars: Marie J. Gienier, slightly injured; Fred E. Brooks, slightly injured; Mrs. Elizabeth B. Cavens,

1910.

- Feb. 3. slightly injured; Harriette L. Kenyon, slightly injured; Wm. F. Dawley, slightly injured; Edw. A. White, slightly injured; Chas. J. Quinn, slightly injured; Geo. A. Needham, slightly injured; Mrs. F. S. Cushman, badly injured; Miss Mabel Tracey, knee badly injured; Chas. Andrews, motorman, slightly injured.
- Feb. 4. New Haven. Unknown person attempted to board moving car and fell; slightly injured.
New Haven. H. H. Reed, traveler on highway riding motor cycle, ran into car that was stopped; slightly injured.
New Haven. Collision with C. W. Blakesley's team; driver McGee slightly injured.
Bridgeport. Register fell and struck Conductor Wasson; arm injured.
New Britain. Geo. Mayo, lineman, fell from pole; bruised.
Norwich. S. Mehan jumped from moving car; bruised hand.
- Feb. 5. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. E. Pike stepped off moving car and fell; slightly injured.
- Feb. 6. New Haven. Wm. Matthews attempted to board moving car and fell; slightly injured.
Middletown. Unknown man stepped from moving car and fell; slightly injured.
Rockville. Michael O'Connell, Thos. O'Connell stepped from moving car and sprained ankle.
- Feb. 7. New Haven. M. Sorocco, employee, tie fell on his foot; foot badly bruised.
Hartford. Mr. Diana stepped from moving car and fell; slightly injured.
Hartford. Guazza Cunnia, woman, stepped from moving car and fell; slightly injured.
East Hartford. John Keller after alighting from car; cut his head badly; intoxicated.
- Feb. 8. New Haven. Jacob Polechuck stepped off moving car and fell; bruised about head and body.
New Haven. Mr. Arthur Dean slipped on ice and fell in street after stepping from moving car; slightly bruised.
Waterbury. Conductor Bogie while working in snow plow slipped on ice breaking four ribs.
- Feb. 9. New Haven. Dr. Herbert attempted to board moving car and fell; slightly injured.
New Haven. Dr. Cheny attempted to board moving car and fell; slightly injured.
New Haven. Morris Sullivan, employee, foot injured by falling railway tie.
- Feb. 10. New Haven. Unknown man attempted to board moving car and fell; slightly injured.

1910.

- Feb. 10. New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Wm. Nichols attempted to board moving car and fell; slightly injured.
New Haven. Collision of cars; Mrs. Williams, Mrs. Eno, Mrs. Coffey and child, Mrs. Austin all slightly injured.
- Feb. 11. New Haven. Unknown woman fell on car floor; slightly injured.
Hartford. While lowering tower wagon, crank slipped and struck workman, Fred Rittstig on forehead, cutting same slightly.
Willimantic. Car collided with hack bruising J. Davis, driver.
- Feb. 12. New Haven. Mrs. Lucy Dwyer slipped on ice, icy car step, and fell; ankle sprained.
Hartford. Car struck pair of wheels that workman, Owen McClusker was pushing out of way and wheels hit him; foot bruised.
Meriden. Unknown Polander struck by car and bruised about body.
- Feb. 15. Hartford. C. F. Scholl stepped from car and fell; shoulders slightly injured.
- Feb. 16. Hartford. Wm. F. Clarke jumped from moving car and fell; slightly injured.
Stamford. Collision car with wagon; E. Freeman, leg bruised.
- Feb. 17. New Haven. Mr. Spade stepped off moving car and fell; slightly injured.
- Feb. 18. New Haven. Collision of cars; Wm. Beecher, B. Thompson, slightly injured.
Waterbury. Wm. Hughes; collision, car and team; concussion of brain and sprains.
- Feb. 19. New Haven. Mr. Harrison attempted to board moving car and fell; cut about face.
New Haven. Unknown man attempted to board moving car; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Waterbury. J. J. Welch tried to board moving car; bruises and sprains.
- Feb. 20. East Hartford. Free R. Hooker, boy, fell from rear platform of car; slightly injured.
Occum. T. Gilleau thrown from moving car and bruised.
- Feb. 21. New Haven. Mrs. B. Boty, traveler on highway, struck by car; bruised about body.
Hartford. Car ran off track and struck pole; Mrs. J. D. Stoughton, back hurt.
Middletown. E. K. Hubbard, riding horseback, claims that car hit his foot and slightly injured same. Motorman says not.
- Feb. 22. Derby. Motor caught fire; Agnes O'Donald, foot burnt.
- Feb. 23. New Haven. Fred Lutz attempted to board moving car and fell; slightly injured.

1910.

- Feb. 23. Bridgeport. Collision, car and team; T. Henngan, driver, shaken up and bruised.
Hartford. As car started, Conductor Frank O'Donald fell against window and cut his face.
- Feb. 24. North Manchester. Two cars scraped while passing on switch: James Healy, slightly injured; A. F. Tiltan, slightly injured; M. J. Hafey, slightly injured; James Daley, slightly injured.
- Feb. 25. New Haven. Collision with car owned by Mr. Stevens; Emma Stevens, bruised about body and thumb fractured; Harry Stevens, slightly injured.
- Feb. 26. New Haven. Car derailed; Louis Winder, slightly bruised; C. C. Carr, arm bruised; Mrs. Ellis, J. Blatchley, and three unknown passengers, shaken up.
Bridgeport. Collision, car and team; Driver Chas. Gouch injured hand.
Waterbury. P. Coughlin; collision between car and team; back injured.
- Feb. 27. Fairfield. Collision, car and team; Clifford Wells, driver, shaken up and bruised.
New Britain. Mrs. Hayes stepped from moving car and fell; slightly injured.
- Feb. 28. New Haven. Edw. Stankhard, boy, traveler on highway, struck by car; badly bruised and cut about head.
New Haven. M. Whalen stepped off moving car and fell; slightly hurt.
- Mar. 1. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Collision with wagon driven by Mr. Olinsky; driver injured slightly.
Hartford. Lady fell after alighting from car; slightly injured.
Bridgeport. Premature starting of car; Mrs. George Howe, side injured.
Bridgeport. Unknown woman injured while boarding car.
Stamford. Mrs. Murphy thrown as car started; face cut.
- Mar. 2. Hartford. Car ran off track and Mrs. M. C. Duffy, passenger, had her spine hurt.
Hartford. Car struck wagon and threw Driver Nicholas Gallo out, and he was slightly injured.
Waterville. Gordon Callahan struck by car while playing near track.
- Mar. 3. Bridgeport. Collision, car and team; G. C. Spencer, arm hurt.
Norwich. Car struck D. Pedace, slightly bruising head.
- Mar. 4. Stratford. Chas. Wells stepped in front of car and was struck; fatally injured.
- Mar. 5. New Haven. Alice Wulle, child, traveler on highway, struck by car and was bruised about the body.
East Hartford. Michael Hyland fell from moving car; face scratched.
Norwich. D. Connell bruised in boarding moving car.

1910.

- Mar. 6.** East Hartford. Collision of cars; Mrs. G. Dailey, back injured. Cromwell. Mr. P. D. Donovan jumped from moving car and fell; slightly injured.
- Mar. 7.** Bloomfield. Car jumped track; R. C. Reagan, slightly injured; John Brennan, slightly injured.
Bridgeport. Collision, car and team; Morris Lyons, collar bone broken.
Derby. Derailment; Chas. Beam, face scratched.
Plainville. James Pompia, boy, ran in front of car and was struck; slightly injured.
- Mar. 9.** New Haven. Unknown lady stepped off moving car and fell; slightly injured.
- Mar. 10.** New Haven. S. Toth stepped off moving car and fell; cut about face.
Hartford. Car started as Mrs. A. L. Perkins was on car step and she was thrown against car platform; leg slightly injured.
- Mar. 11.** New Haven. Mr. Glade stepped off moving car and fell; slightly injured.
Stratford. Collision of car and team; Henry Blake, driver, leg injured.
Bridgeport. Motors burnt out and two passengers jumped from car and fell; slightly injured.
- Mar. 12.** New Haven. Mr. Bernstein stepped off moving car and fell; slightly injured.
New Haven. Unknown person tried to board moving car and fell; slightly injured.
New Haven. Mrs. Cranga stepped off moving car and fell; arm fractured.
Hartford. J. M. Whalen stepped from moving car and fell; head cut.
- Mar. 13.** New Haven. Unknown man stepped from moving car and fell; slightly injured.
Waterbury. A. Ascott stepped from moving car; face and hands cut.
- Mar. 14.** New Haven. Patrick Henderson stepped off moving car and fell; cut about face.
Hartford. August Segrin struck in leg by car fender; slightly injured.
Hartford. Unknown man jumped from moving car and fell; slightly injured.
Meriden. Mr. Homan stepped off moving car and fell; leg bruised.
- Mar. 16.** Hartford. While repairing frog center, Wm. E. Winks, employee of Lorain Steel Co., had piece of steel fall in his eye; badly injured.
Middletown. Mr. Lambher stepped from moving car and fell; slightly injured.
- Mar. 17.** New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. J. Ford stepped off moving car and fell; slightly injured.

1910.

- Mar. 17. New Haven Frank Ondrasa stepped off moving car and fell; slightly injured.
Waterville. Unknown intoxicated man fell from moving car; two bruises on face.
- Mar. 18. New Haven. Collision of cars; four unknown slightly injured.
New Haven. Mrs. Farnsworth stepped off car and was struck by passing team; slightly injured.
Hartford. H. M. Teller walked in front of car and was struck; leg broken.
Waterbury. E. L. Hibbard struck by car; ankle sprained.
- Mar. 19. New Haven. Miss Maroonney, child, traveler on highway, struck by car; slightly bruised.
- Mar. 20. New Haven. G. Terranover stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Milford. Derailment of car: Mr. and Mrs. Chadbourne, Mrs. Johnson and son, Michael Vinpesman, M. Perkins, Mr. Levine, Mr. Alderman, and Mr. Chapman, all badly injured.
New Haven. Boy named Cohen stealing ride on front step of car fell off while car was in motion; cut about head.
Hartford. Miss Lund slipped and fell while boarding car at standstill; slightly injured.
Hartford. Mrs. Arnold slipped and fell while boarding car at standstill; slightly injured.
Hartford. New Britain Ave., at Dead Man's Curve. Floyd Therwella, a boy, ran from behind one car directly in front of another and was struck; fatally injured.
- Mar. 21. Bridgeport. Derailment. Catherine Owen shaken up and bruised.
- Mar. 22. New Britain. Bernard Herrick fell while alighting from car at standstill; slightly injured.
- Mar. 23. East Hartford. Carmine Moroke stepped from moving car and fell; head injured.
Meriden. Edw. Edwards stepped off moving car; head cut.
Hartford. Jos. Baptism, workman, while taking rail out of car, caught finger between rail and car; finger smashed.
- Mar. 24. New Haven. Collision with New Haven Gas Co. team; driver badly bruised about back.
New Haven. Unknown woman, traveler on highway, struck by car and was slightly injured.
- Mar. 25. East Hartford. Bessie Chamberlain, child, struck by car; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. M. Gibbons attempted to board moving car and fell; knee slightly bruised and pants torn.
New Haven. Unknown man stepped off moving car and fell; slightly injured.

1910.

- Mar. 25.** East Hartford. Jean Millet, child, crossed in front of car and was struck; leg injured.
East Hartford. E. J. Hunter struck by car; slightly injured.
Hartford. Wire fell and motorman W. B. Johnson in trying to move same had his eyes burned by flash.
- Mar. 26.** New Haven. Jos. Demopto stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. John Marconi stepped off moving car and was slightly injured.
New Haven. T. H. Thompson attempted to board moving car and fell; slightly injured.
East Hartford. Michael Kassion fell from moving car and was slightly injured.
Derby. Collision between large stone and car, stone rolled down into track; Frank Wesolowski, injured; Wm. Healy, injured; Linnie Whitley, injured; Richard Foech, injured; Geo. E. Gorman, injured; Louisa Brandow, injured; Wm. Cavannaugh, injured; Myrtle Butler, injured; Ida M. Johnson, injured; Tony Klemas, injured.
Bridgeport. Jos. Connelly, boy, ran in front of car and was knocked down; face cut.
Bridgeport. Collision car and team; Peter Mahr, knee injured.
New London. Man jumped from moving car and was bruised.
- Mar. 27.** New Haven. Man, traveler on highway, riding bycycle, struck by car and was slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Britain. Mrs. Price stepped from moving car and fell; arm badly injured.
- Mar. 28.** New Haven. C. Blockhouse stepped off moving car and fell; slightly injured.
Hartford. Mrs. Magesen stepped from moving car; slightly injured.
Waterbury. Mrs. A. Stanulis jumped from moving car on account of controller fire; miscarriage.
Waterbury. Lula Van Beuner jumped from moving car on account of controller fire; nervous shock.
- Mar. 29.** New Haven. H. Anderson stepped off moving car and fell; slightly injured.
New Haven. Controller took fire, Luigi Ursini jumped from car; bruised about body.
New London. Miss E. A. Mason jumped from moving car and was bruised.
- Mar. 30.** New Haven. J. Jaffey, boy traveler on highway, struck by car and was cut about face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.

1910.

- Mar. 30.** Hartford. Crew says two teams collided near car and lady was thrown out and arm injured. Lady says car struck team and threw her out. Mrs. Nettie Greenberg.
Hartford. Car struck Donoghue, boy; leg slightly injured.
- Mar. 31.** New Haven. Mrs. O'Brien fell after alighting from car; leg bruised.
New Haven. H. Herman stepped off moving car and fell; slightly injured.
New Haven. Unknown person attempted to board moving car and fell; slightly injured.
East Hartford. Mrs. Grady fell in car as car stopped suddenly; slightly injured.
Union City. E. C. Twitchell jumped from moving car; cut and bruised.
- Apr. 1.** New Haven. Mrs. McCormack and boy, travelers on highway, fell in front of car; slightly injured.
New Haven. Unknown traveler on highway, riding bicycle, ran into side of car; slightly injured.
Hartford. Workman hit chisel a glancing blow and hammer struck August Baeder, workman, who was holding chisel; face injured.
Windsor. Mr. Warrington stepped from moving car and fell; slightly injured.
Hartford. Louis Bohlen stepped from moving car and fell; face and hands bruised.
Waterbury. Arthur Nichols struck by car; head bruised and cut.
Waterbury. Alice Trey jumped from moving car; head cut and other bruises.
- Apr. 2.** Hartford. Collision of cars; Wm. H. McCrossen, wrist injured.
- Apr. 3.** New Haven. Unknown man intoxicated fell in street after leaving car; cut about face.
West Haven. At Savin Rock, Harry Deangles stepped off moving car and fell; hands cut.
Milford. Mrs. A. L. Brown injured ankle alighting from car.
Milford. Amelia Boyle shaken up and bruised in collision of cars.
- Apr. 4.** Waterbury. J. Painman struck by brake handle while at work in car house.
Hartford. Miss Augusta Peterson stepped from moving car and fell; cut head.
- Apr. 5.** Wethersfield. Car struck team and threw John Jensen, driver, off; rib broken.
- Apr. 6.** East Hartford. Car struck wagon and threw Jacob Greenbury, driver, off; leg badly injured and head injured.
- Apr. 7.** Hartford. Mr. Lutwack stepped from moving car and fell; internally injured.
- Apr. 8.** New Haven. Unknown lady stepped off moving car and fell; slightly injured.
Hartford. Chas. Saunders stepped from moving car and fell; slightly injured.

1910.

- Apr. 9.** New Haven. F. Denlar fell after leaving car; slightly injured.
New Haven. T. Marcerelli stepped off moving car and fell; slightly injured.
New Haven. W. E. Quirk attempted to board moving car and fell; slightly injured.
Waterbury. P. Mallory, intoxicated, struck by car; cut and bruised.
- Apr. 10.** New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Waterbury. P. Dunn jumped from moving car; face and hands cut and bruised.
- Apr. 11.** Willimantic. J. Brassill jumped from moving car and was bruised.
- Apr. 12.** New Haven. Unknown person attempted to board moving car and fell; slightly injured.
New Haven. Unknown person fell on car floor; knee bruised.
New Haven. Unknown woman attempted to board moving car and fell; slightly injured.
Hartford. M. Foley, intoxicated man, tried to board moving car and fell; slightly injured.
Hartford. Car struck team and threw Driver T. J. Mahoney off; slightly injured.
East Hartford. Chas. F. Collin jumped from moving car and fell; knee slightly injured.
- Apr. 13.** New Haven. W. E. Bailey attempted to board moving car and fell; slightly injured.
New Haven. Conductor Conway, employee, struck by passing car; badly bruised.
- Apr. 14.** New Haven. Rose Trackoff stepped off moving car and fell; slightly injured.
New Haven. Chas. Knight stepped off moving car and fell; slightly injured.
New Haven. Anton Swerbstzky stepped off moving car and fell; cut over left eye.
- Apr. 15.** New Haven. Ray Haywood struck by tree while attempting to board moving car; bruised about body.
Hartford. Vernon Street barn. Stanley Smith while turning nut on car wrench, slipped and cut finger slightly.
- Apr. 16.** Allingtown. Unknown man with baby in his arms stepped off moving car and fell; slightly injured.
New Haven. Andrew Norston stepped off moving car and fell; slight cut on shoulder.
New Haven. H. A. Warfield fell against vestibule window; cut on shoulder.
New Haven. Mr. Kennedy attempted to board moving car and fell; head bruised.
New Haven. Samuel Graves attempted to board moving car and fell; slightly injured.

1910.

- Apr. 16. South Windsor. Tony Blewe jumped from moving car and fell; slightly injured.
Hartford. Car started as Mrs. Mary Everetts was boarding same and she was thrown; slightly injured.
Hartford. Car started as unknown woman was boarding same; slightly injured.
Hartford. Morris J. Foley tried to board moving car and fell; head rather badly injured.
Waterbury. A. Perawzini stepped from moving car; back of head cut.
- Apr. 17. Hartford. Car swung around curve, rear end knocked car starter John Madden, down and slightly injured him.
Waterbury. S. Duroches struck by car and sprained ankle.
Waterbury. J. Schultz claimed to have been cut by car; leg broken.
Meriden. Frank Stock stepped off moving car and was slightly bruised.
- Apr. 18. Windsor. Car struck team, and threw Driver Frank Marks out; slightly injured.
Waterbury. J. LaClaire fell while at work at car house; shaken up and bruised.
Plantsville. Mrs. W. Ward stepped off moving car and cut head.
- Apr. 19. New Haven. Tony Spoli stepped off moving car and fell; wrist sprained.
New Haven. Walter Stowe, traveler on highway on bicycle, ran into rear step of car; slightly injured.
Norwich. O. Larkham jumped from moving car and was bruised.
- Apr. 20. Unknown man attempted to board moving car and fell; cut about head.
Hartford. Vernon Street yard. While lifting a pair of wheels with hook, hook slipped and struck workman, Hugh Connors on leg and bruised same.
- Apr. 21. New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. Car struck wagon and threw Driver Max Wolf out; head cut.
- Apr. 22. Waterbury. Head on collision: James D. Johnson, face bruised and shock; M. Pallatas, wrist sprained; G. Gessop, back sprained, and shock; C. D. Judd, back sprained, bruised and cut; P. Atwood, face cut.
- Apr. 23. New Haven. Unknown child, three years old, traveler on highway, struck by car; bruised about body.
New Haven. L. J. Harb attempted to board moving car and fell; slightly injured.
Newington. Geo. Unwin walking track, struck running board; back injured.
- Apr. 24. New Haven. Unknown girl stepped off moving car and fell; slightly injured.
New Haven. Mrs. Mary Collins fell on car floor; head bruised.

1910.

- Apr. 25. New Haven. Unknown man stepped off moving car and fell; slightly injured.
- Apr. 26. Hartford. Car jumped track and ran into sidewalk: R. H. House, slightly injured; Herman Spiezel, slightly injured; C. A. Sherman, slightly injured; Mrs. N. J. Connors, slightly injured.
- Taftville. M. Vallet lying on track and killed by car.
- Stamford. Pearl Muench struck by car; badly bruised and cut.
- Apr. 27. New Haven. Mr. MacCliffer attempted to board moving car and fell; slightly injured.
- Montville. Mrs. Wilcox bruised by derailment of car.
- Norwich. Trackman M. Connell bruised by rail falling.
- Bridgeport. Collision, car and team; Driver Oliver W. Wilcox slightly injured.
- Apr. 28. East Hartford. Mrs. Ellen Hill had boarded car, car started suddenly and she was thrown backwards against rear controller; slightly injured.
- Bridgeport. Tony Cadallo stepped from moving car and fell; face scratched.
- Bridgeport. Car sideswiped; Clifford Singer and A. E. Knapp shaken up and bruised.
- Bridgeport. Collision between car and auto; Florence Brady injured back.
- Waterbury. Marion M. Clark fell after alighting from standing car; hip sprained.
- Waterbury. A. Palldino; collision, car and team; head and arm cut.
- Waterbury. N. Bryon; collision, car and team; bruised and sprained.
- Apr. 29. New Haven. Mrs. Negbaur stepped off moving car and fell; slightly injured.
- West Haven. E. A. Mansfield stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell.
- Bridgeport. Collision, car and team; Jacob Karcher, shaken up and bruised.
- Waterbury. R. Rosenback; collision, car and team; back injured.
- Waterbury. J. Mauctes; collision, car and team; cut and bruised.
- Apr. 30. Waterbury. Derailment; E. Mulvaney, wrist sprained; J. Clashy, elbow sprained.
- May 1. New Haven. Minnie Barsnock stepped off moving car and fell; slightly injured.
- New Haven. J. M. McNerney struck by iron from welding machines while riding on running board; ankles bruised.
- West Haven. Fare register fell from fastening and struck R. W. Hyde on leg; leg badly bruised.
- Hartford. Trolley base fell and struck conductor, Walter Bushnell, on head; head and chest badly injured.
- Waterbury. Sharon, a child, struck by moving car; head cut.

1910.

- May 2. Stamford. M. Connell; collision car with wagon; hand cut.
- May 3. New Haven. Frank Braroni stepped off moving car and fell; nose bruised.
New Britain. Thos. Cavanaugh stepped from moving car and fell; finger bruised.
- May 4. New Haven. Collision with team owned by J. H. Frost; John O. May and Raymond Carney, slightly injured.
- May 5. New Haven. Mrs. Brown slipped on car step, while alighting and fell on street; slightly injured.
New Haven. Collision with team owned by N. H. Gas Co., driver Buell injured slightly.
West Haven. Unknown man stepped off moving car and fell.
East Hartford. While lifting rail, same fell on laborer's foot; foot slightly injured.
New Britain. As car went around curve, door shut on Mrs. Catherine Sloan's finger; finger bruised.
- May 6. North Haven. Collision with auto owned by Layman Law: Raymond Law and daughter, nervous shock; Mrs. Dowd, nervous shock; Mrs. Booth, arm fractured.
New Haven. Collision with team; S. Brown and M. Glett, injured slightly.
Wethersfield. L. Morebuckland jumped from moving car and fell; arm injured.
Hartford. While moving rail, same fell on laborer's foot; slightly injured.
- May 7. East Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Wm. Baulf, traveler on highway, struck by car and cut about the face.
New Haven. Miss Bleafet stepped off moving car and fell; slightly injured.
Hartford. Mr. Barner jumped from moving car and fell; slightly injured.
Hartford. Horse ran away near car and threw driver, Mr. Johnson, out; badly hurt. Mr. Johnson claims sprinkler car frightened horse.
Waterbury. L. Hummell stepped from moving car; concussion of the brain.
New London. G. Komorofsky bruised by jumping from moving car.
- May 9. New Haven. Mr. Colan stepped off moving car and fell; slightly injured.
- May 10. New Haven. Unknown traveler on highway struck by car, was riding bicycle, rim on one wheel broken; slightly injured.

1910.

- May 10.** New Haven. A. J. Norton attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
Meriden. Miss Mary Nolan; face scratched by broken feed wire.
- May 12.** New Haven. John Gallagher stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; bruised about body; slightly injured.
New Haven. Miss McCarthy stepped off moving car and fell; slightly injured.
Hartford. Horse stumbled and fell in front of car and car struck wagon: Thos. J. Martin and Geo. R. Seale, men in wagon; slightly injured.
Bridgeport. Collision car and auto; Mrs. Fletcher leg broken.
- May 13.** New Haven. Mr. Ells stepped off moving car and fell; slightly injured.
- May 14.** New Haven. Miss Lavine fell in struck by sudden starting of car; slightly injured about face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- May 15.** New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown boy stepped off moving car and fell; ankle sprained.
Hartford. Mr. C. E. Barnes' child ran directly in front of car and was struck; slightly injured.
Stratford. Register fell; Frank Gotz's knee injured.
- May 16.** New Haven. J. W. Mattress stepped in front of moving car and fell; slightly injured.
Bloomfield. While trying to fix signal lights on rear end, conductor fell off car and was slightly injured.
New Haven. Chas. Forbes, traveler on highway riding bicycle, struck by car; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
- May 17.** Hartford. Man tried to board moving car and fell; head cut.
Hartford. While moving rail, same fell on laborer's foot; foot slightly injured.
- May 18.** New Haven. Collision with Levi G. Gilbert's coal wagon; Steve Lesoche, driver, injured badly.
Momauguin. John Reilly stepped off moving car and fell; slightly injured.

1910.

- May 18. Waterbury. Wm. Dody, collision car and team; back, side, arm, and wrist injured.
- May 19. New Haven. C. Hand stepped off moving car and fell; cut on chin.
New Haven. Unknown lady stepped off moving car and fell; slightly injured.
New Haven. Jane Doherty stepped off moving car and fell; arm bruised.
Waterbury. Mrs. Watts fell while alighting from car; internally injured.
Cromwell. Car started as Fred Smith was alighting from same; slightly cut.
- May 20. New Haven. H. L. Wood stepped off moving car and fell; slightly injured.
New Haven. O. F. Bond, traveler on highway riding bicycle, struck by car; cut on chin.
New Haven. J. Bolan stepped off moving car and fell; slightly injured.
New Haven. Miss Steam stepped off moving car and fell; slightly injured.
- May 21. New Haven. Tony Delea attempted to board moving car and fell; slightly injured.
New Haven. Wm. O'Brien fell off moving car and head was cut.
Meriden. Tim Boardman stepped from moving car; fatally injured.
New Haven. Thos. Durcozk stepped off moving car; slightly injured.
New Haven. S. Dugan stepped off moving car and fell; slightly injured.
- May 22. Wethersfield. Car struck wagon and threw two men out; Harris Lifshitz slightly injured; Reuben Lifshitz's ear badly cut.
New Haven. Herman Smith stepped off moving car and fell; cut about face.
New Haven. Mrs. Ellen Gallinger stepped off moving car and fell; bruised about face.
Woodmont. Miss Kiser stepped off moving car; slightly injured.
New Haven. Collision of cars: J. Williams, slightly injured; Mr. Housley, slightly injured; F. Menzer, slightly injured.
New Haven. Mrs. Annie Leonard stepped off moving car and fell; slightly injured.
- May 23. West Haven. Collision of cars: M. A. Anderson, M. A. Raydan, Mr. Campbell, P. Williams, Wm. Ricks, all slightly injured.
New Haven. Unknown woman slipped on wooden pavement after leaving car; slightly injured.
Hartford. Jos. Saverock stepped from moving car and fell; face cut.
- May 24. New Haven. F. Johnson, boy, attempted to board moving car and fell; slightly injured.
Hartford. John Malley, intoxicated, fell from running board of moving car; face cut.

1910.

- May 24.** Hartford. While letting down pole with chain, chain slipped and sudden weight of pole sprained Workman C. W. Cudney's wrist.
Waterbury. Rose Nassann; collision between two cars; injury to ear drum.
Waterbury. S. Marvin pushed from running board of moving car; fracture of shoulder.
Sound Beach. Unknown man attempted to board moving car; face cut.
- May 25.** New Haven. Chas. Livingston, traveler on highway, struck by car; cut on head.
Hartford. C. S. Munger pushed hand through car window; hand slightly cut.
Union City. F. Skiwiski, passenger, fell from moving car; head injured.
- May 26.** New Haven. P. Alder put arm over guard rail, hand struck by passing car and was slightly bruised.
New Haven. Unknown man, traveler on highway, walked into side of car; slightly injured.
Hartford. Mrs. Cough stepped from moving car and fell; face slightly cut.
- May 27.** New Haven. Mrs. Burt slipped while alighting from car and fell; slightly injured.
New Haven. Mrs. Ledinsky stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Collision with team owned by Anthony Parlete; driver bruised about the body.
Hartford. Mrs. Cranson stepped from moving car and fell; slightly injured.
Norwich. J. G. J. Prothero bruised by coming in contact with pole.
- May 28.** New Haven. Mrs. Perry stepped off and walked in back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Catherine Footman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Richards stepped off moving car and fell; slightly injured.
Hartford. Unknown woman stepped off moving car and fell; slightly injured.
Windsor. Collision of cars: Edson C. Chapman, slightly injured; Jennie Norman, slightly injured; Rebecca DeForge, badly injured; Elizabeth P. Dean, slightly injured; Emma A. Ensign, slightly injured; Leda Brooks, slightly injured; Martin S. Button, slightly injured; Myrtle A. Button, slightly injured; Wm. A. Button, slightly injured; Flora J. Button, rather badly injured; Sarah A. Holcome, slightly injured; Caroline W. Holcomb, slightly injured; Mary J. Kuhney, slightly in-

1910.

- jured; Geo. Terrell, slightly injured; Alice E. Gregg, slightly injured; Rob't S. Bachelor slightly injured; Julia Blake, slightly injured; Annie F. Remallard, slightly injured; Emily A. Tinkham, slightly injured; Louis Wolf, slightly injured; Kate L. Simpson, badly injured; Louis J. Beaulieu, slightly injured; Mrs. L. J. Beaulieu, slightly injured; Louis S. Beaulieu, slightly injured; Emila Roraback, slightly injured; Inez C. Holcomb, rather badly injured; Kate Phalon, slightly injured; Gertrude E. Cooley, slightly injured; Tudor C. Cooley, slightly injured; Lenora M. Sullivan, rather badly injured; Mabel K. Sullivan, slightly injured; Michael Goodhart, slightly injured; James Mayo, rather badly injured; Mrs. Margaret Connor, badly injured; Miss Mary Connor, slightly injured; Edw. J. Fitzsimons, rather badly injured; Mrs. Mary Lucas, rather badly injured.
- May 28. Bridgeport. Trolley pole caught around Julia Plummer and threw her to the ground; shaken up and bruised.
- May 29. New Haven. Mr. Garton stepped off moving car and was run over by passing auto; bruised about face and body.
- New Haven. Mrs. Granger stepped off moving car and fell; leg bruised.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- Hartford. Oscar Swanson tried to catch his hat and fell from running board; slightly injured.
- Hartford. Mrs. Wolf stepped from moving car and fell; head injured.
- Hartford. Mrs. Rosey Cohen stepped from moving car and fell; arm injured.
- Dickerman's Cor. Miss Clark stepped off moving car and was slightly injured.
- May 30. New Haven. Tony Demartraus stepped off moving car and fell; cut over eye.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.
- New Haven. Unknown man's hat blew off and in trying to catch it he fell off moving car; slightly injured.
- New Haven. Margaret Murray stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.
- New Haven. Unknown girl stepped off moving car and fell; slightly injured.
- New Haven. Collision with team: wagon damaged; Mr. Berman, owner, slightly injured; John Detozi, slightly injured; Patilice Nossa, slightly injured.
- Hartford. Richard O'Mara, intoxicated, fell from running board; slightly injured.

1910.

- May 30. New London. Mrs. Kelley and Mamie Murphy and Mrs. Rob't Harrison injured in collision.
Waterbury. J. O'Leary, passenger, fell from running board of moving car; face cut, wrist and knees injured.
Waterbury. C. Dashum, passenger, fell from moving car and cut his face.
- May 31. New Haven. Mrs. Murphy stepped off moving car and fell; slightly injured.
West Haven. J. J. McClelland, walking on running board, fell off while car was in motion; slightly injured.
New Haven. Unknown Yale student fell off moving car and was cut about face.
South Manchester. Jos. Smith jumped from moving car and fell; face cut.
Middletown. While trying to put pole on wire, Conductor Thos. F. Carney fell from bumper; head cut.
- June 1. New Haven. Mrs. Hudin stepped off moving car and fell; left arm fractured.
New Haven. Rear end collision: Mr. McKay, slightly injured; Mr. Cunningham, slightly injured; Mrs. Reilly, slightly injured.
New Haven. John Miller stepped off moving car and fell; skull fractured.
New Haven. C. Fitzpatrick, conductor, employee, knocked off running board by passing auto, leg fractured.
New Haven. Mrs. Potter caught heel on running board and fell; slightly injured.
New Haven. John MacAvoy stepped off moving car and fell; bruised about body.
Hartford. Sam Cranston, conductor, struck head against team near track; head slightly cut.
Windsor. Pat'k Flynn walked directly in front of car and was struck; slightly injured.
- June 2. Waterbury. J. Gaffney stepped off moving car; both knees cut.
New Haven. Geo. Edwards stepped off moving car and fell; slightly injured.
New Haven. C. P. Stannard stepped off moving car and fell; slightly injured.
New Haven. Max Rosenbloom stepped off moving car and fell; slightly injured.
Hartford. Chas. Smith jumped from moving car and fell; slightly injured.
- June 3. New Haven. Burr Crosby attempted to board moving car and fell; slightly injured.
New Britain. As car rounded curve, Dominek Died, workman, fell from car; slightly injured.
Hartford. Mr. Anderson jumped from moving car and fell; slightly injured.

1910.

- June 3. Hartford. Jos. Sabino jumped from moving car and fell; slightly injured.
Waterbury. Unknown stepped from moving car; cut on forehead.
Waterbury. Unknown passenger fell trying to board moving car; bruised and scratched.
New London. Man bruised by stepping from moving car.
- June 4. New Haven. C. Yale attempted to board moving car and fell; slightly injured.
West Haven. Christian Honson stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Mrs. Hall attempted to step off moving car by going under guard rail and fell; slightly injured.
New Haven. Geo. Mooksha standing on running board and was caught between two cars; bruised body and leg.
New Britain. Alice Kingsbury stepped from car and was slightly injured.
Hartford. Unknown intoxicated man fell off running board and was slightly injured.
Bloomfield. Caff Dedodge jumped from moving car and fell; slightly injured.
Hartford. Back of seat dropped down and Jos. A. Brouillard, passenger, dropped back; back slightly injured.
Waterbury. Mrs. William Little, collision car and team; fractured wrist.
Norwich. Lineman H. Roblard injured by flying tool.
Derby. Mr. Hankhurst boarding car; leg injured.
Portland. Window fell on child's finger, James Cronin, a minor; finger badly injured.
- June 5. New Haven. Miss Margaret O'Brien stepped off moving car; slightly injured.
New Haven. John Dworski stepped off moving car and fell; knee bruised.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. At Lighthouse Point. Collision of cars; L. Freedman, slightly injured.
New Haven. Collision of cars; John Gleason, slightly injured.
New Britain. Geo. D. Chipman, motorman, riding as passenger, jumped from moving car and fell; ankle injured.
Hartford. James O'Brien tried to board moving car and fell; car went over leg, leg crushed.
Hartford. While replacing fuse, Motorman August Freytag had face and hands burned by flash.

1910.

- June 5. Waterbury. Grace Wooding, rear end collision; back and shoulder bruised.
- June 6. New Haven. Mrs. Reynolds stepped off moving car and fell; slightly injured.
F. J. Jarald stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Mrs. Mooney stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Bridgeport. Harry Sandlin stepped in front of moving car and was knocked down; generally bruised, fractured skull.
Bridgeport. Ciro Aiello injured alighting from car; face bruised and fractured collar bone.
- June 7. New Haven. Controller took fire: Mrs. Aeger, fatally injured; Mrs. Potrin, badly injured; Mrs. Meyers, badly injured; Mrs. Daley, badly injured; Miss Nardale, badly injured; Miss Welch, badly injured; Miss Rose, badly injured; Miss O'Brien, badly injured; unknown.
New Haven. Mr. Russell, traveler on highway, riding motor-cycle, rode in back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Unknown man, intoxicated, traveler on highway, struck by car; slightly injured.
Baltic. A. Wood bruised by stepping from moving car.
Winsted. J. D. Gellop tried to board moving car; face scratched.
Sound Beach. Conductor P. Passaro, bruised shoulder; broken trolley pole on car.
- June 8. New Haven. Car off track; three unknown passengers shaken up.
New Haven. Tim Flower stepped off moving car and fell; slightly injured.
New Haven. C. C. Torrey jumped on and off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Berger stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; bruised about body.
New Haven. Unknown girl stepped off moving car and fell; bruised about body.
Centerville. Unknown man stepped off moving car and fell; slightly injured.
Augerville. J. Phillips stepped off moving car and fell; slightly injured.
New Haven. Mrs. L. Reif stepped off moving car and fell; bruised arm and leg.

1910.

- June 8. Danielson. Fireman J. Casey, eye injured by flying particles of steel.
Stanford. Collision, car with wagon; Samuel Nelson, cut face.
- June 9. New Haven. Frank Cowp jumped off moving car and fell; slightly injured.
New Haven. Mrs. Merrigan stepped off moving car and fell.
Hartford. Debarro Guiseppi fainted on car and fell against controller; head cut.
- June 10. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Waterbury. James Smith boarding car, car started; sprain and nervous shock.
New London. C. J. O'Shea bruised by stepping from moving car.
- June 11. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Tahan Boher stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. John Watson touched pole that was charged; hand slightly burned.
Hartford. Horse frightened by steam train, reared in front of car and was struck. Two men in carriage thrown out. Mr. J. Reen, ribs injured; Mr. W. Bliss, face cut.
Waterbury. J. Rainone jumped from moving car and cut on head.
- June 12. New Haven. Unknown man stepped off moving car and fell; slightly injured.
Waterbury. Collision car and team. Wm. Delaney, three ribs fractured; Annie Bergen, shaken up and bruised.
- June 13. New Haven. L. D. Hine attempted to board moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
Hartford. Mr. Goldberg tried to board moving car and fell; slightly injured.
- June 14. West Haven. At Savin Rock. Edw. Tolle attempted to board moving car and fell; slightly injured.
West Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. Unknown woman stepped off moving car and fell; slightly injured.
Hartford. After alighting from car, William H. Wilton struck by auto; slightly injured.

1910.

- June 14.** Hartford. Car struck wagon and threw Driver Wm. Hergog out; slightly injured.
Newington. Car started as Elizabeth H. White was alighting and she was thrown; slightly injured.
Bridgeport. Mrs. Casey injured while alighting from car.
Fairfield. James Whalen struck on head by side rail; nose cut.
- June 15.** New Haven. Frank Lesttyns, traveler on highway, riding bicycle, riding back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. R. Kneed fell in street after leaving car; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. T. Berry, traveler on highway, struck by car and was bruised about body.
New Haven. James Doyle, intoxicated, stepped off moving car and fell; cut about the face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Meriden. Mrs. Wagner jumped from moving car and sprained ankle.
Meriden. Wm. Tryon struck with falling register; slightly bruised.
- June 16.** New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. John Reynolds stepped off moving car and fell; slightly injured.
Naugatuck. C. DeBitto struck on head by register; head cut.
Naugatuck. L. Rehm alighted from moving car; shaken up and bruised.
New Haven. Controller took fire and two unknowns slightly hurt.
- June 17.** New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Hunt stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car; slightly injured.
East Hartford. Cornelius Noonan stepped from moving car and fell; slightly injured.
Hartford. H. E. Outland claims he was struck by car while riding bicycle and slightly injured. (Unable to locate crew that had accident.)
- June 18.** New Haven. Unknown woman stepped from moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

1910.

- June 19. Momauguin. S. E. B. Bastajian, Jr., child, traveler on highway, struck by car; slightly injured.
New Haven. Miss Sadie Sullivan stepped off moving car and fell; slightly injured.
New Haven. Unknown girl stepped off moving car and fell; slightly injured.
West Haven. At Savin Rock. Unknown colored woman stepped off moving car and fell; slightly injured.
New Haven. Clara Lipson, child, traveler on highway, struck by car; bruised on arm.
New Haven. Mrs. Palmer fell while alighting from car; slightly injured.
Morris Cove. Mr. Murphy stepped off moving car and fell; slightly injured.
New Haven. Miss Mary Welch stepped off moving car and fell; bruised about the body.
East Hartford. Horse on tower wagon started up and threw reel of wire against workman, M. Connors; back slightly hurt.
East Hartford. Peter Salmer, workman, had leg caught between reel of wire and side of wagon; leg slightly injured.
Hartford. Mr. Jordan's child ran in front of car and was struck; slightly injured.
Hartford. As conductor raised, he struck Grace L. Smith on eyelid; eyelid cut.
Waterbury. Allen Smith struck by car; sprained and bruised.
Bridgeport. Kate Devine stepped from moving car and fell; head cut.
- June 20. New Haven. Miss Bildi Lonergan stepped off moving car and fell; slightly injured.
New Haven. F. Iver attempted to board moving car and fell; slightly injured.
New Haven. W. S. Sanford stepped off moving car and fell; slightly injured.
New Haven. Miss Gillin stepped off moving car and fell; slightly injured.
New Haven. E. Tuttle, traveler on highway, fell along side of track; slightly injured.
New Haven. Collision of cars; Mr. Bright and Geo. Lee slightly injured, also two unknowns.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Britain. Mary A Connelly fell while alighting from car at standstill; slightly injured.
West Hartford. Rebecca O. McGurley had hold of handle and car started, and she was thrown; slightly injured.
- June 21. New Haven. Miss S. Lapedis stepped off moving car and fell; slightly injured.
New Haven. Mr. Oannillo, traveler on highway, riding bicycle, ran into side of car because auto crowded him; bruised about body.

1910.

- June 21. New Haven. Mr. Fitzgerald stepped off moving car and fell; cut about hands and face and bruised about the body.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Britain. Anthony Kelly fell from running board of moving car; slightly injured.
Hartford. Car struck wagon and threw Jacob Melicoesky, driver, out; head slightly injured.
Hartford. Miss Julia I. Gilworth stepped from car just after it started and fell; knee slightly injured.
Thomaston. Unknown stepped from moving car; hands and arms cut.
Montville. D. Connelly bruised in jumping from moving car.
- June 22. New Haven. Augustine Embloom stepped off moving car and fell; slightly injured.
New Haven. Controller took fire; four injured slightly in jumping from car. Two unknown Italians and two other unknown persons; refused to give names.
New Haven. Lois V. Appelle stepped off moving car and fell; bruised about head and body.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown boy stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Miss G. Antron stepped off moving car and fell; slightly injured.
New Haven. Jennie Conele stepped off moving car and fell; slightly injured.
South Manchester. Car ran over M. Coyle's toes as he was lying side of track intoxicated; toes crushed.
Hartford. Mortimer Bacon walked directly in front of car and was struck; head cut and body bruised.
Waterbury. Wm. Himmick ran against side of car; cut and bruised.
Norwich. Lineman E. Harte fatally injured in falling from pole.
- June 23. New Haven. James Berry, intoxicated, fell alighting from car and was struck; slightly injured.
New Haven. Wm. Coogan attempted to board moving car and was struck by passing team; slightly injured.
New Haven. Mrs. Hunt stepped off moving car and fell; slightly injured.
New Haven. Mrs. Smith stepped off moving car and was slightly injured.
Hartford. Marion H. Snenk stepped from moving car and fell.
Hartford. Mrs. M. Murphy stepped from moving car and fell; head cut.

1910.

- June 23. Hartford. Vernon St. Office. Thos. McGuinness while repairing electric light wire had hand slightly burned while coming in contact with wire.
- Stratford. Mary Gilrolski stepped from moving car and fell; head cut.
- Bridgeport. Albina Bland injured while alighting from car; thumb sprained.
- Willimantic. Mrs. Arnold bruised in stepping from moving car.
- Danielson. Mrs. S. J. Harvey wrenched knee in standing car.
- June 24. New Haven. Unknown man, intoxicated, attempted to board moving car and fell; slightly injured.
- New Haven. Unknown boy, stealing ride, jumped off moving car and fell; slightly injured.
- New Haven. Collision with team owned by G. Thompson; driver bruised about body.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- New Haven. Mrs. Flyn stepped off moving car and fell; slightly injured.
- Hartford. Laborer's finger slightly cut while pulling out spike.
- Stamford. Miss S. Lepper stepped from moving car; head cut.
- Waterbury. F. L. Benhan alighted from standing car; bruised and sprained.
- June 25. New Haven. Edw. Breen attempted to board moving car and fell; slightly injured.
- New Haven. Unknown traveler on highway, riding bicycle, ran into car; slightly injured.
- New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- New Haven. H. Blaze stepped off moving car and fell; slightly injured.
- New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.
- New Haven. Mrs. E. J. Munson stepped off moving car and fell; slightly injured.
- West Hartford. Frank Koenig, intoxicated, jumped from moving car and fell; fatally injured.
- Waterbury. Chas. Pipe struck by service car; leg broken.
- June 26. New Haven. Unknown girl stepped off moving car and fell; slightly injured.
- New Haven. H. L. Lewis stepped off moving car and fell; slightly injured.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell; slightly injured.

1910.

- June 26.** West Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Mrs. Freet stepped off moving car and fell; slightly injured.
New Haven. J. J. Regan attempted to board moving car and fell; slightly injured.
Hamden. Collision of cars: Mr. and Mrs. Dean and two children, Mr. Perd, all of Waterbury, Mrs. Farr and two daughters of East Haven, Mr. Johnson of Mt. Carmel, two unknown Italians of New York; all of above badly bruised.
Hartford. Catherine Loftuf stepped from moving car and fell; slightly injured.
Hartford. John Devlin stepped from moving car and fell; rather badly injured.
Hartford. Unknown man tried to board moving car and fell; slightly injured.
Stamford. Victoria Pinneno jumped from moving car; head cut.
New London. Mrs. A. L. Tirrell fell while boarding car and was bruised.
- June 27.** New Haven. Capt. O'Neil stepped off moving car and fell; bruised about body.
New Haven. Mrs. Sayars stepped off moving car and fell; slightly injured.
West Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Controller took fire; Wm. Lennox jumped off car and received sprained ankle.
New Haven. Grab handle broke and Conductor D. P. Williams fell off car; leg bruised, slightly injured.
East Hartford. Auto ran into excavation between track; Mr. and Mrs. Geo. Young riding in auto both slightly injured.
Woodbury. Mrs. James Short, horse frightened while unloading freight; shaken up and bruised.
Stamford. Fred Spillettt jumped from moving car; hand cut.
- June 28.** Wallingford. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Geo. Sabbo stepped off moving car and fell; slightly injured.
West Haven. At Savin Rock. Unknown woman fell after leaving car; slightly injured.
West Haven. Collision with team owned by F. H. Lynch; wagon damaged. Thos. Gilday, cut on head and hands; Mary Riley, bruised about back; R. Powers, bruised about body; Elizabeth Cline, bruised about face and body; Mary Jenkins, sprained wrist and scalp wound.
Hartford. Mr. L. Corin tried to board moving car and fell; slightly injured.
Hartford. Mrs. W. H. Miller stepped from moving car and fell; slightly injured.

1910.

- June 29. New Haven. Something flew in car and struck unknown woman on head; head cut.
New Haven. Mrs. Catharine Brereton stepped off moving car and fell; bruised about.
West Haven. At Savin Rock. Mrs. Swanson stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown person stepped off moving car and fell; slightly injured.
Momauguin. Geo. Maynard stepped off moving car and fell; slightly injured.
New Haven. Mary Easter stepped off moving car and fell; slightly injured.
New Haven. Unknown woman fell between car and curb; car was stopped; slightly injured.
West Haven. Miss Kaufman stepped off moving car and fell; slightly injured.
Norwich. Mrs. West jumped from car and was bruised.
- June 30. New Haven. E. C. Glynn stepped off moving car and fell; slightly injured.
New Haven. Unknown girl stepped off moving car and fell; slightly injured.
Mr. Carmel. Boy named McLaughlin, traveler on highway, struck by car; leg cut off.
New Haven. C. Metling stepped off moving car and fell; slightly injured.
New Haven. D. D. Shereileran stepped off moving car and fell; slightly injured.
Hartford. Mrs. Catherine Mitchell stepped from moving car and fell; slightly injured.
Hartford. Mrs. James Dillon stepped from moving car and fell; slightly injured.
Meriden. Mr. Anger, collision between car and team; driver slightly injured.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, Calvert Townley, Vice-President, and A. S. May, Treasurer, of the Connecticut Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

CALVERT TOWNLEY,

Vice-President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 15th day of September, A. D. 1910.

MAURICE K. DUGAN,

Notary Public.

DANBURY & BETHEL STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$623,000.00	
Capital stock outstanding, ...	320,000.00	
Bonds outstanding, ...	300,000.00	
Floating indebtedness, ...	* 123,187.10	
Total stock, bonds, and floating debt, ...	743,187.10	
Capital stock issued per mile of road owned, ...	21,289.33	
Bonds issued per mile of road owned, ...	19,958.75	
Cost of construction, ...	483,784.87	
Cost of equipment, ...	282,025.70	
Total cost of construction and equipment, ...	765,810.57	
Cost of construction and equipment per mile of road owned, ...	50,948.74	
Gross earnings from operation, ...	136,018.85	
Operating expenses, ...	98,802.44	
Net earnings, ...	37,216.41	
Gross income from all sources, ...	136,018.85	
Per cent. of operating expenses to gross earnings, ...		.7264
Gross earnings per mile operated, ...	9,049.22	
Operating expenses per mile operated, ...	6,573.24	
Net earnings per mile operated, ...	2,475.98	
Car earnings per car mile, ...	.2324	
Miscellaneous earnings per car mile, ...	.0067	
Gross earnings per car mile, ...	.2391	
Operating expenses per car mile, ...	.1737	
Net earnings per car mile, ...	.0654	
Car earnings per car hour, ...	2.0921	
Miscellaneous earnings per car hour, ...	.0603	
Gross earnings per car hour, ...	2.1524	
Operating expenses per car hour, ...	1.5635	
Net earnings per car hour, ...	.5889	
Taxes paid state, ...	5,320.12	
Interest paid, ...	21,597.80	
Dividend paid, ...	12,800.00	
Total length of main track owned, ...		15.031
Total length of main track operated, ...		15.031
Total car mileage, ...		568,710
Total car hours, ...		63,190
Fare passengers carried, ...		2,660,052
Fare passengers per mile run (passenger), ...		4.677

* Includes \$75,000.00 of debenture notes.

Fare passengers per car hour (passenger), . . .	42.096
Fare passengers per mile of main track operated, .	176,970
Average fare revenue passengers, ...	.0497
Average fare all passengers (including transfer passengers), ...	.0381
Average number of employees during year, . . .	75
Accidents: Killed, ...	1
Injured, ...	6

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Danbury	Bethel.	5.445	.196	5.641	.224	5.865
White St.	Lake Kanosia.	4.927	1.923	6.850	.792	7.642
Main St.	Davis St.	.897	.....	.897	.028	.925
West St.	West Wooster	.522	....	.522	.....	.522
Elm St.	Lake Ave.	1.121	.....	1.121	.....	1.121
		12.912	2.119	15.031	1.044	16.075

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Co., Danbury, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under the laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official address.
S. C. HOLLEY,	President,	Danbury, Conn.
S. H. WAGNER,	First Vice-President,	New Haven, Conn.
M. H. GRIFFING,	Secretary and Treasurer,	Danbury, Conn.
M. H. GRIFFING,	General Manager,	" "
SAMUEL TWEEDY,	General Counsel,	" "
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
S. C. HOLLEY,	Danbury, Conn.
A. W. HOLLEY,	" "
M. H. GRIFFING,	" "
A. E. TWEEDY,	" "
E. A. STRATTON,	" "
S. H. WAGNER,	New Haven, Conn.
THOS. M. WALLER,	New London, Conn.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$628,000.00	12,800	\$25.00	\$320,000.00	4 per cent.	\$12,800.00

Total number of stockholders, 85.

Total number of stockholders in this state, 67.

Amount of stock held in this state, \$285,775.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00
Con'd Mtg. Bonds.	May 1, 1906	30	May 1, 1936	300,000.00	100,000.00
Total.....				\$500,000.00	\$300,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00
5 per cent.	May and November.	5,000.00
Total.....		\$15,000.00

Per mile of single track owned exclusive of sidings and turnouts, 15.031 miles:

Capital stock outstanding, ...	\$21,239.33
Funded debt outstanding, ...	19,958.75

Total, ...	\$41,248.08
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Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Construction, ...	\$412,810.95	\$1,945.54	\$414,256.49
Real estate, buildings and fixtures, used in operation of road, ...	69,027.54	500.84	69,528.38
Total construction, ...	\$481,888.49	\$2,446.38	\$483,784.87
Power plant equipment, ...	\$109,957.28	\$803.46	\$110,259.74
Equipment, ...	168,911.52	7,854.44	171,765.96
Total equipment, ...	\$278,868.80	\$8,156.90	\$282,025.70
Grand total construction and equip- ment, ...	\$755,207.29	\$10,603.28	\$765,810.57
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...			\$50,948.74

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$136,018.85	
Operating expenses, ...	98,802.44	
Net earnings from operation, ...		\$37,216.41
Gross income less operating expenses, ...		\$37,216.41
Deductions from income:		
Taxes:		
On real and personal property, ...	\$104.00	
On capital stock, ...	5,320.12	\$5,424.12
Interest:		
On funded debt, ...	\$15,000.00	
On floating debt, ...	6,597.80	21,597.80
Net income, ...		\$10,194.49
Deductions from net income:		
Dividends, 4% on \$320,000.00 common stock, ...		12,800.00
Deficit for year, ...		\$2,605.51
Surplus at beginning of year, ...		41,218.08
Surplus at close of year, ...		\$38,612.57

Gross Earnings from Operations.

Car earnings: passengers, ...		\$132,205.25
Miscellaneous earnings:		
Advertising, ...	\$500.00	
Drawing ice, ...	282.16	
Sale of metals, ...	1,817.06	
Sprinkling streets, ...	1,195.33	
Painting, ...	19.05	3,813.60
Total, ...		<u>\$136,018.85</u>

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway, ...	\$7,583.26	
Maintenance of electric line, ...	2,211.78	
Maintenance of buildings and fixtures, ...	216.53	
Total, ...		<u>\$10,011.57</u>

Equipment:

Maintenance of steam plant, ...	\$944.91	
Maintenance of electric plant, ...	99.81	
Maintenance of cars, ...	8,326.60	
Maintenance of electric equipment of cars, ...	10,177.48	
Total, ...		<u>19,548.80</u>

TRANSPORTATION.**Operation of power plant:**

Power plant wages, ...	\$5,613.03	
Fuel for power, ...	9,822.59	
Water for power, ...	47.00	
Lubricants and waste for power plant, ...	583.84	
Total, ...		<u>15,866.46</u>

Operation of cars:

Wages of conductors, ...	\$17,072.70	
Wages of motormen, ...	16,941.05	
Wages of car house employees, ...	986.15	
Cleaning and sanding track, ...	1,268.23	
Removal of snow and ice, ...	615.11	
Total, ...		<u>36,883.24</u>

GENERAL.

Salaries of general officers, ...	\$4,105.81	
Salaries of clerks, ...	1,216.80	
Printing and stationery, ...	443.88	
Miscellaneous office expenses, ...	327.03	
Stable expenses, ...	972.62	

Advertising and attractions, ...	33.71
Miscellaneous general expenses, ...	1,548.76
Damages, ...	5,287.93
Miscellaneous legal expenses, ...	5.00
Insurance, ...	2,550.83
Total, ...	16,492.37
Grand total, ...	\$98,802.44

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$755,207.29	Construction and equip- ment, ...	\$765,810.57	\$10,603.28	
	Other permanent invest- ments as follows:			
22,860.26	Kenmore property, ...	22,860.26		
1,114.03	Land at Lake Kenosis, Current assets, as follows:	1,114.03		
2,440.67	Cash, ...	927.78		\$1,512.94
6,204.84	Accounts receivable, ...	5,825.44		879.40
1,001.74	Material and supplies, ...	488.81		512.93
1,353.72	Tools, Inst., etc., ...	2,269.90	916.18	
	Insurance fund, ...	829.97	829.97	
\$790,182.55	Total, ...	\$799,626.71	\$12,849.43	\$2,905.27

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$320,000.00	Capital stock, common, ...	\$320,000.00		
300,000.00	Funded debt, ...	300,000.00		
	Current Liabilities as fol- lows:			
34,418.04	Loans and notes pay- able, ...	48,187.10	\$18,749.06	
12,856.85	Accounts payable, ...	11,447.04		\$909.81
6,400.00	Dividends unpaid, ...	6,400.00		
790.08	Insurance fund, ...			790.08
75,000.00	Debenture notes, ...	75,000.00		
41,818.08	Surplus, ...	38,612.57		2,605.51
\$790,182.55	Total, ...	\$799,626.71	\$18,749.06	\$4,304.90

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	568,710
Total car mileage, ...	568,710
Passenger car hours, ...	63,190
Total car hours, ...	63,190
Fare passengers carried, ...	2,660,052
Transfer passengers carried, ...	809,294
Total passengers carried, ...	3,469,346
Average fare, revenue passengers, ...	.0497
Average fare, all passengers (including transfer passengers), ...	.0381
Car earnings per car mile, ...	.2324
Miscellaneous earnings per car mile, ...	.0067
Gross earnings per car mile, ...	.2391
Car earnings per car hour, ...	2.0921
Miscellaneous earnings per car hour, ...	.0603
Gross earnings per car hour, ...	2.1524
Operating expenses per car mile, ...	.1737
Operating expenses and taxes per car mile, ...	.1832
Operating expenses per car hour, ...	1.5635
Operating expenses and taxes per car hour, ...	1.6494
Operating expenses per cent. of gross earnings, ...	.7264
Operating expenses and taxes per cent. of gross earnings, ...	.7663
Average number of employees, not including officials, during year, ...	75
Aggregate amount of wages paid employees, ...	\$57,939.20
Amount of salaries paid officials, ...	4,105.81

CROSSINGS, ETC.

	No.
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	3
Steam railroad crossings at grade protected by derailling devices on street railway, ...	3
Steam railroad crossings over grade, ...	1
Steam railroad crossings under grade, ...	1

Commutation or other form of tickets at reduced rates: Commutation tickets, 21 for \$1.00.

Description of Road and Equipment.

	TRACK.	
	Owued.	Total Operated.
Length of road (first main track), ...	12.912	12.912
Length of second main track, ...	2.119	2.119
Total length of main track, ...	15.031	15.031
Length of sidings and turnouts, ...	1.044	1.044
Total computed as single track, ...	16.075	16.075

Description of Road and Equipment—Continued.

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
	48	2.621	2.621
	60	8.417	8.417
"T,"	75	4.087	4.087
Girder Tram, ...	80	1.000	1.000
Total miles of, ...		16.075	16.075

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Without paving, ...	2.342
Cobble, ...	9.037
Belgium block, ...	1.811
Macadam, ...	2.885
Total miles, ...	16.075

CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule, ...	18	.....	18
Closed passenger cars not equipped with vestibule, . . . . .	.....	8	8
Open passenger cars, ...	12	9	21
Total passenger cars, ...	30	12	42
Work cars, ...	2	1	3
Sweepers, ...	2	1	3
Sprinkler, ...	1	.....	1
Total, ...	35	14	49

EMPLOYEES.

Average number
of hours on
duty per day.

Wages per day.

Conductors, ...	9	20 & 24c. per hr.
Motormen, ...	9	" "
Watchmen, ...	12	\$1.70
Roadmen, ...	10	1.66
Linemen, ...	10	2.40
Engineers, ...	12	3.00
Firemen, ...	12	2.00
Machinists and mechanics, ...	10	3.00

List of all Accidents During Year ended June 30, 1900.

Cause and nature of injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...				3	.....	3
Other persons, ...			1	3	1	3
Total, ...			1	6	1	6

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$6,907.98

Description of Accidents.

Sept. 7, 1909. Corner Main and White streets, Christopher Ohler stepped from moving car, fell; knee and shoulder bruised.

Sept. 20, 1909. Main Street, Mr. Molniaro drove team in front of car; wagon was tipped over, he was thrown out, cut over eye; intoxicated.

Dec. 27, 1909. Main Street, Thos. Scofield, intoxicated, standing on cross-walk too near track, car struck him and bruised his face.

Feb. 27, 1910. River Street, Mrs. Goldstine backed wagon in front of car; car hit wagon, threw her out; bruises on side.

Feb. 12, 1910. Main Street, near White Street, Wm. Fitzsimmons slipped on step of car; cut on leg.

May 14, 1910. Division Street, George Sherwood stepped from moving car; fell and hurt his hip.

May 14, 1910. River Street, Allie Demond, colored child, ran in front of car and fell on track; car wheels passed over his body; died shortly after taken home.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

S. C. HOLLEY,
President.

M. H. GRIFFING,
Treasurer.

Sworn and subscribed to before me, this fourteenth day of September,
A. D. 1910.

A. N. WILDMAN,
Notary Public.

THE FARMINGTON STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$189,000.00	
Capital stock outstanding, ...	157,500.00	
Bonds outstanding, ...	30,000.00	
Floating indebtedness, ...	30,000.00	
Total stock, bonds, and floating debt, ...	217,500.00	
Capital stock issued per mile of road owned, ...	20,061.56	
Bonds issued per mile of road owned, ...	3,184.37	
Cost of construction, ...	139,022.05	
Cost of equipment, ...	97,550.41	
Total cost of construction and equipment, ...	236,572.46	
Cost of construction and equipment per mile of road owned, ...	25,111.18	
Gross earnings from operation, ...	30,703.09	
Operating expenses, ...	16,656.24	
Net earnings, ...	14,046.85	
Income from other sources, ...	179.96	
Gross income from all sources, ...	14,226.81	
Per cent. of operating expenses to gross earnings, ...		54.24
Gross earnings per mile operated, ...	2,053.16	
Operating expenses per mile operated, ...	1,113.83	
Net earnings per mile operated, ...	939.33	
Car earnings per car mile, ...	.2893	
Miscellaneous earnings per car mile, ...	.0009	
Gross earnings per car mile, ...	.2902	
Operating expenses per car mile, ...	.1574	
Net earnings per car mile, ...	.1328	
Car earnings per car hour, ...	.3458	
Miscellaneous earnings per car hour, ...	.0012	
Gross earnings per car hour, ...	.3470	
Operating expenses per car hour, ...	.1882	
Net earnings per car hour, ...	.1588	
Taxes paid state, ...	1,468.33	
Interest paid, ...	1,586.16	
Total length of main track owned, ...		9.421
Total length of main track operated, ...		14.954
Total car mileage, ...		105,756
Total car hours, ...		8.846
Fare passengers carried, ...		593,416
Fare passengers per mile run (passenger), ...		5.960

Fare passengers per car hour (passenger), . . .	72.332
Fare passengers per mile of main track operated, .	39.682
Average fare revenue passengers, ...	5.00
Average fare all passengers (including transfer passengers), ...	5.00
Average number of employees during year, . . .	27

Description of Lines.

From	To	Length of road, first main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Unionville	West Hartford,	9.421	9.421	0.837	9.758

Corporate Name and Address of Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Official Address.	
EDWARD D. ROBBINS,	President,	Hartford,	Conn.
D. NEWTON BARNEY,	Vice-President,	Farmington,	"
CHAS. E. HUBBARD,	Secretary,	Hartford,	"
EDWARD D. ROBBINS,	Treasurer,	"	"
A. J. BROUGHTEL,	Asst. Treasurer,	"	"
CHARLES E. HUBBARD,	General Manager,	"	"
F. L. MCCORMACK,	Superintendent,	Unionville,	"

Directors of the Company.

Name.	Residence.
EDWARD D. ROBBINS, ...	Hartford, Conn.
ANDREW J. BROUGHTEL, ...	" "
CHAS. E. HUBBARD, ...	" "
D. N. BARNEY, ...	Farmington, Conn.
W. A. HOOKER, ...	" "

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common,	\$189,000.00	1,890	\$100.00	Five-sixths of which has been paid in, viz.: \$157,500.00.

Total number of stockholders, 25.

Total number of stockholders in this state, 23.

Amount of stock held in this state, \$75,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Debentures, .	July 1, 1904	20	July 1, 1924	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	

Per mile of single track owned exclusive of sidings and turnouts, 9.421 miles.

Capital stock, ... \$20,061.56

Funded debt outstanding, ... 3,184.37

Total, ... \$23,245.93

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Total cost to June 30, 1910.
Right of way, ...	\$15,111.70	\$15,111.70
Track and roadway construction, ...	75,478.66	75,478.66
Electric line construction, ...	40,971.55	40,971.55
Real estate used in operation of road, ...	1,000.00	1,000.00
Buildings and fixtures used in operation of road, ...	6,460.14	6,460.14
Total construction, ...	\$139,022.05	\$139,022.05
Shop tools and machinery, ...	\$936.08	\$936.08
Cars, ...	50,550.7	50,550.73
Electric equipment of cars, ...	43,698.92	43,698.92
Miscellaneous equipment, ...	2,364.68	2,364.68
Total equipment, ...	\$97,550.41	\$97,550.41
Grand total construction and equipment, ...	\$236,572.46	\$236,572.46
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	\$25,111.18

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$30,703.09		
Operating expenses, ...	16,656.24		
Net earnings from operation, ...			\$14,046.85
Miscellaneous Income:			
Interest on deposits, ...			179.96
Gross income less operating expenses, ...			\$14,226.81
Deductions from Income:			
Taxes on capital stock, bonds, and floating debt, ...	\$1,468.33		
Interest on funded debt, ...	\$750.00		
Interest on floating debt, ...	836.16	1,586.16	3,054.49
Net income, ...			\$11,172.32
Surplus for year, ...			\$11,172.32
Surplus at beginning of year, ...	\$20,113.24		
Profit and Loss Adjustments during Year:			
Debits, ...	154.27	19,958.97	
Surplus at close of year, ...			\$31,131.29

Gross Earnings from Operation.

Car Earnings:			
Passengers, ...	\$29,670.83		
Chartered cars, ...	87.00		
Freight, ...	157.95		
Mail, ...	62.89		
Express, ...	619.42		
			\$30,598.09
Miscellaneous Earnings:			
Advertising, ...			105.00
Total, ...			\$30,703.09

Operating Expenses.**MAINTENANCE.**

Way and structures:			
Maintenance of track and roadway, ...	\$1,121.48		
Maintenance of electric line, ...	206.94		
Maintenance of buildings and fixtures, ...	52.70		
Total, ...			\$967.24
Equipment:			
Maintenance of cars, ...	\$1,090.51		
Maintenance of electric equipment of cars, ...	508.09		
Miscellaneous shop expenses, ...	152.00		
Total, ...			1,750.60

Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Hired power, ...	3,514.06
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Operation of cars:

Wages of conductors, ...	\$2,361.84
Wages of motormen, ...	2,367.94
Wages of car house employees, ...	1,259.20
Car service supplies, ...	18.00
Miscellaneous car service expenses, ...	920.87
Cleaning and sanding track, ...	257.19
Removal of snow and ice, ...	187.76

Total, ...	7,372.60
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GENERAL.

Salaries of general officers, ...	\$1,824.94
Printing and stationery, ...	57.15
Miscellaneous office expenses, ...	245.15
Miscellaneous general expenses, ...	452.35
Damages, ...	30.80
Miscellaneous legal expenses, ...	365.00
Rent of land and buildings, ...	52.00
Insurance, ...	24.35

Total, ...	3,051.74
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Grand total, ...	\$16,656.24
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Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.
\$236,572.46	Construction and equipment, ...	\$236,572.46	.....
81,500.00	Other permanent investments as follows:	81,500.00	.....
	Reserve capital, ...		
	Current assets as follows:		
3,478.20	Cash, ...	8,841.26	\$5,363.06
.....	Accounts receivable, ...	15.00	15.00
3,602.71	Material and supplies, ...	4,510.25	907.54
.....	Prepaid Accounts, ...	464.55	464.55
\$275,148.87	Total, ...	\$281,908.52	\$6,755.15

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$189,000.00	Capital Stock, common, ...	\$189,000.00	.....	.....
80,000.00	Funded debt, ...	80,000.00	.....	.....
83,011.40	Current liabilities as follows:	30,000.00	.....	\$3,011.40
2,092.73	Loans and notes payable, ...	1,772.23	.....	820.50
931.00	Accounts payable, . . . . .	.....	.....	.....
20,113.24	Accrued liabilities as follows:	.....	.....	931.00
	Taxes accrued and not yet due, ...	31,131.29	\$11,018.05	.....
	Surplus, . . . . .	.....	.....	.....
\$275,143.37	Total, ...	\$281,903.52	\$11,018.05	\$4,262.90

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	90,554
Freight, mail, and express car mileage, ...	6,202
Total car mileage, ...	105,756
Passenger car hours, ...	8,204
Freight, mail, and express car hours, ...	642
Total car hours, ...	8,846
Fare passengers carried, ...	593,416
Total passengers carried, ...	593,416
Average fare, revenue passengers, ...	5.00
Average fare, all passengers (including transfer passengers), ...	5.00
Car earnings per car mile, ...	.2893
Miscellaneous earnings per car mile, ...	.0009
Gross earnings per car mile, ...	.2902
Car earnings per car hour, ...	3.458
Miscellaneous earnings per car hour, ...	0.012
Gross earnings per car hour, ...	3.470
Operating expenses per car mile, ...	.1574
Operating expenses and taxes per car mile, ...	.1714
Operating expenses per car hour, ...	1.882
Operating expenses and taxes per car hour, ...	2.049
Operating expenses per cent. of gross earnings, ...	54.24
Operating expenses and taxes per cent. of gross earnings, ...	59.03
Average number of employees, not including officials, during year, ...	27
Aggregate amount of wages paid employees, ...	\$7,680.39
Amount of salaries paid officials, ...	1,800.00

CROSSINGS, ETC.

	Number.
Steam railroad crossings over grade, ...	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Foot's Corner tickets, 2½ cents each, 40 tickets to a book; Park Street tickets, 3½ cents each, 40 tickets to a book.

Description of Road and Equipment

TRACK.

Track.	Owued.	Operated under trackage rights.	Total operated.
Length of road (first main track), ...	9.421	8.631	18.052
Length of second main track, . . . . .	.....	1.902	1.902
Total length of main track, ...	9.421	5.533	14.954
Length of sidings and turnouts, ...	0.337	.243	.580
Total computed as single track, ...	9.758	5.776	15.534

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (total miles of), 9.758.
Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam, 1¼ miles.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	4	2	6
Open passenger cars, ...	6		6
Total passenger cars, ...	10	2	12
Freight cars, ...	1	8	4
Express cars, ...	1	....	1
Work cars, ...	1	....	1
Snow plows, ...	1	....	1
Sweepers, ...	..	1	1
Total, ...	14	6	20

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	10	\$2.50
Motormen, ...	10	2.50
Watchmen, ...	10	2.00
Linemen, ...	10	2.75
Electricians, ...	10	2.75
Machinists and mechanics, ...	10	2.00 and 2.50

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, Edward D. Robbins, President and Treasurer of the Farmington Street Railway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of his knowledge and belief.

Signed,

EDWARD D. ROBBINS,
President and Treasurer.

Sworn and subscribed to before me this 7th day of November, A. D. 1910.

JOSEPH T. KELLY,
Notary Public

GROTON & STONINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$600,000.00	
Capital stock outstanding, ...	600,000.00	
Bonds outstanding, ...	375,000.00	
Floating indebtedness, ...	33,579.40	
Total stock, bonds, and floating debt, ...	1,008,579.40	
Capital stock issued per mile of road owned, ...	30,372.05	
Bonds issued per mile of road owned, ...	18,982.53	
Cost of construction, ...	860,608.04	
Cost of equipment, ...	159,066.98	
Total cost of construction and equipment, ...	1,019,675.02	
Cost of construction and equipment per mile of road owned, ...	51,616.05	
Gross earnings from operation, ...	112,383.67	
Operating expenses, ...	56,361.51	
Net earnings, ...	56,022.16	
Gross income from all sources, ...	56,022.16	
Per cent. of operating expenses to gross earnings, ...		50.15
Gross earnings per mile operated, ...	5,688.87	
Operating expenses per mile operated, ...	2,853.02	
Net earnings per mile operated, ...	2,835.85	
Car earnings per car mile, ...	.2515	
Miscellaneous earnings per car mile, ...	.0013	
Gross earnings per car mile, ...	.2528	
Operating expenses per car mile, ...	.1268	
Net earnings per car mile, ...	.1260	
Car earnings per car hour, ...	3.1308	
Miscellaneous earnings per car hour, ...	.0163	
Gross earnings per car hour, ...	3.1471	
Operating expenses per car hour, ...	1.5783	
Net earnings per car hour, ...	1.5688	
Taxes paid state, ...	7,361.62	
Interest paid, ...	20,993.26	
Dividend paid, ...	24,000.00	
Total length of main track owned, ...		19.755
Total length of main track operated, ...		19.755
Total car mileage, ...		444,510
Total car hours, ...		35,710

Fare passengers carried, ...	2,171,334
Fare passengers per mile run (passenger), ...	5.17
Fare passengers per car hour (passenger), ...	65.54
Fare passengers per mile of main track operated, ...	109,913
*Average fare revenue passengers, ...	.0473
*Average fare all passengers (including transfer passengers), ...	.0466
Average number of employees during year, ...	40
Accidents: Injured, ...	24

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total computed as single track.
Ferry Landing, Groton, Conn.,	State Line, Pawcatuck, Conn.	19.755	19.755	.90	20.655

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company, Mystic, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 17, 1903, under Connecticut laws. Opened for traffic, December 19, 1904, from Groton to Mystic. Operations extended to Stonington, April 8, 1905, and to Pawcatuck, May 6, 1905.

Officers of the Company.

Name.	Title.	Official address.	
THOMAS HAMILTON,	President,	Groton,	Conn.
B. F. WILLIAMS,	Vice-President,	Mystic,	"
CHAS. D. NOYES,	Secretary,	Norwich,	"
COSTELLO LIPPITT,	Treasurer,	"	"
THOMAS W. RILEY,	General Manager,	Mystic,	"
CHAS. W. COMSTOCK,	General Counsel,	Norwich,	"

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the Ferry Co. for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of the Street Railway Co.

Directors of the Company.

Name.	Residence.
B. A. ARMSTRONG, ...	New London, Conn.
A. H. CHAPPELL, ...	" " "
THOMAS HAMILTON, ...	Groton, "
C. R. HANSOOM, ...	New London, "
C. W. COMSTOCK, ...	Norwich, "
C. D. NOYES, ...	" "
COSTELLO LIPPITT, ...	" "
B. F. WILLIAMS, ...	Mystic, "
EDWIN W. HIGGINS, ...	Norwich, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000	6	\$12,000
Common,	400,000.00	4,000	100.00	400,000	8	12,000
Total,	\$600,000.00	6,000	.....	600,000	..	\$24,000

Total number of stockholders, 220.

Total number of stockholders in this state, 199.

Amount of stock held in this state, \$585,300.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Gold.	July 1, 1904.	20	July 1, 1924.	\$375,000.00	\$375,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.755 miles

Capital stock outstanding, ... \$30,372.05

Funded debt outstanding, ... 18,982.53

Total, ... \$49,354.58

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization, ...	\$112,937.90	.....	.....	\$112,937.90
Engineering and superintendence, ...	128,571.17	.....	.....	128,571.17
Right of way, ...	20,710.97	\$3,979.40	.....	24,690.37
Track and roadway construction, ...	442,719.22	.....	.....	442,719.22
Electric line construction, ...	55,019.98	.....	.....	55,019.98
Real estate used in operation of road, ...	11,553.78	.....	.....	11,553.78
Buildings and fixtures used in operation of road, ...	61,084.56	.....	.....	61,084.56
Interest and discount, ...	24,031.16	.....	.....	24,031.16
Total construction, ...	\$856,628.64	\$3,979.40	.....	\$860,608.04
Power plant equipment, ...	\$53,884.27	.....	.....	\$53,884.27
Shop tools and machinery, ...	1,575.12	.....	.....	1,575.12
Cars, ...	44,349.07	.....	.....	44,349.07
Electric equipment of cars, ...	43,619.03	.....	.....	43,619.03
Miscellaneous equipment, ...	2,778.82	.....	.....	2,778.82
Miscellaneous, ...	12,860.67	.....	.....	12,860.67
Total equipment, ...	\$159,066.98	.....	.....	\$159,066.98
Grand total construction and equipment, ...	1,015,695.62	.....	.....	\$1,019,675.02
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$51,616.05

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$112,383.67	
Operating expenses, ...	56,361.51	
Net earnings from operation, ...		\$56,022.16
Gross income less operating expenses, ...		\$56,022.16
Deductions from income:		
Taxes:		
On capital stock, ...	\$3,020.00	
On earnings (express), ...	311.62	
*Miscellaneous, ...	4,293.32	\$7,624.94
*Paid state as tax on funded and floating debt, ...		\$4,030.00
*Federal corporation tax, ...		263.32
		\$4,293.32

Income Account for Year ending June 30, 1910.—*Continued.*

Interest:

On funded debt, ...	\$18,750.00	
On floating debt, ...	2,243.26	20,993.26

Other deduction from income:

Thames Ferry Co., ...	3,885.89	
Sundry expense accounts, ...	2,115.00	34,619.09

Net income, ...		\$21,403.07
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Deductions from net income:

New fixtures and equipment, ...	\$841.09	
Dividends, 6% on \$200,000 preferred stock, ...	12,000.00	
Dividends, 3% on \$400,000 common stock, ...	12,000.00	24,841.09

Deficit for year, ...		\$3,438.02
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Surplus at beginning of year, ...	\$22,589.13	
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Profit or loss adjustments during year:

Credits, by profit and loss account, ...	9,375.00	31,964.13
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Surplus at close of year, ...		\$28,526.11
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Gross Earnings from Operations.

Car earnings:

Passengers, ...	\$96,732.07	
Chartered cars, ...	211.95	
Express, ...	9,003.03	
Tickets sold by Thames Ferry Co., ...	5,854.32	\$111,801.37

Miscellaneous earnings:

Advertising, ...	\$404.62	
Rent of land and buildings, ...	9.00	
Sale of junk, etc., ...	168.68	582.30

Total, ...		\$112,383.67
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Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, ...	\$4,163.96	
Maintenance of electric line, ...	450.60	
Maintenance of buildings and fixtures, ...	164.67	

Total, ...		\$4,779.23
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Equipment:

Maintenance of steam plant, ...	\$372.64	
Maintenance of electric plant, ...	4.44	
Maintenance of cars, ...	3,845.65	
Maintenance of electric equipment of cars, ...	3,570.88	
Maintenance of miscellaneous equipment, ...	72.37	
Miscellaneous shop expenses, ...	438.10	

Total, ...		8,304.08
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Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$4,225.75
Fuel for power, ...	9,043.12
Water for power, ...	915.58
Lubricants and waste for power plant, ...	503.72
Miscellaneous supplies and expenses of power plant, ...	388.00

Total, ...	15,076.17
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Operation of cars:

Superintendence of transportation, ...	\$1,450.00
Wages of conductors, ...	7,528.76
Wages of motormen, ...	7,581.09
Wages of miscellaneous car service employees, ...	887.06
Wages of car house employees, ...	1,833.65
Car service supplies, ...	767.08
Miscellaneous car service expenses, ...	281.37
Cleaning and sanding track, ...	332.06
Removal of snow and ice, ...	536.98

Total, ...	21,198.05
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GENERAL.

Salaries of general officers, ...	\$2,365.97
Salaries of clerks, ...	812.05
Printing and stationery, ...	229.46
Miscellaneous office expenses, ...	286.48
Advertising and attractions, ...	219.51
Miscellaneous general expenses, ...	661.46
Damages, ...	899.12
Legal expenses in connection with damages, ...	6.50
Miscellaneous legal expenses, ...	319.00
Rent of land and buildings, ...	174.83
Insurance, ...	1,029.60

Total, ...	7,003.98
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Grand total, ...	\$56,361.51
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Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$1,015,695.62	Construction and equip- ment, ...	\$1,019,675.02	\$3,979.40	.....
15,007.51	Current assets as follows:			
4,300.00	Cash, ...	11,355.49	.....	\$3,652.02
2,000.00	Bills receivable, ...	4,300.00	.....	.....
	Material and supplies, ...	2,000.00	.....	.....
	Profit and loss, ...	14,075.00	14,075.00	.....
\$1,037,008.13	Total, ...	\$1,051,405.51	\$18,054.40	\$3,652.02

Comparative General Balance Sheet.—Continued.

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$200,000.00	Capital stock, preferred,	\$200,000.00	.....	.....
400,000.00	Capital stock, common,	400,000.00	.....	.....
375,000.00	Funded debt,	375,000.00	.....	.....
	Current liabilities as follows:			
29,600.00	Loans and notes payable,	33,579.40	\$3,979.40	.....
349.00	Matured interest on funded debt unpaid,	225.00	.....	\$124.00
90.00	Dividends unpaid,	.....	.....	90.00
	Accrued liabilities as follows:			
	Taxes accrued and not yet due,	4,700.00	4,700.00	.....
9,375.00	Interest on funded debt accrued and not yet due,	9,375.00	.....	.....
22,589.18	Surplus,	28,526.11	5,936.98	.....
\$1,037,003.18	Total,	\$1,051,405.51	\$14,616.38	\$214.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	419,950
Freight, mail, and express car mileage,	24,560
Total car mileage,	444,510
Passenger car hours,	33,125
Freight, mail, and express car hours,	2,585
Total car hours,	35,710
Fare passengers carried,	2,171,334
Complimentary and passes,	36,851
Total passengers carried,	2,208,185
*Average fare, revenue passengers,	.0473
*Average fare, all passengers (including transfer passengers),	.0466
Car earnings per car mile,	.2515
Miscellaneous earnings per car mile,	.0013
Gross earnings per car mile,	.2528
Car earnings per car hour,	3.1308
Miscellaneous earnings per car hour,	.0163
Gross earnings per car hour,	3.1471
Operating expenses per car mile,	.1268
Operating expenses and taxes per car mile,	.1439

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the Ferry Co. for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare-terminal of the Street Railway Co.

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Operating expenses per car hour, ...	1.5783
Operating expenses and taxes per car hour, ...	1.7918
Operating expenses per cent. of gross earnings, ...	50.15
Operating expenses and taxes per cent. of gross earnings, ...	56.93
Average number of employees, not including officials, during year, ...	40
Aggregate amount of wages paid employees, ...	\$28,596.11
Amount of salaries paid officials, ...	3,815.97

CROSSINGS, ETC.

Steam railroad crossings over grade, ...	3
Steam railroad crossings under grade, ...	1

Commutation or other form of tickets at reduced rates: 50 ride school tickets sold at three cents per fare, good from 7 a. m. to 5 p. m. Special rate tickets sold at forty rides for \$1.50, good only between certain points.

Description of Road and Equipment.**TRACK.**

	Owued.	Total operated.
Length of road (first main track), ...	19.755	19.755
Length of sidings and turnouts, ...	.900	.900
Total computed as single track, ...	20.655	20.655

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lbs.	41.81	41.81
Girder Groove, . . . . .	.....	.258	.258
Total miles of, . . . . .	.....	41.568	41.568

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block, ...	.0965
Vitrified brick, ...	.0132
Total miles, ...	1.097

Description of Road and Equipment.—*Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	8	.....	8
Open passenger cars, ...	8	2	10
Total passenger cars, ...	16	2	18
Express cars, ...	1	.....	1
Work cars, ...	1	.....	1
Miscellaneous, . . . . .	.....	1	1
Total, ...	18	3	21

EMPLOYEES.

	Average number of hrs. on duty per day.	Wages per day.
Conductors, ...	10	\$2.10
Motormen, ...	10	2.10
Watchmen, ...	12	2.10
Roadmen, ...	10	1.50
Engineers, ...	12	2.75
Firemen, ...	12	2.00
Electricians, ...	10	3.09
Machinists and mechanics, ...	10	2.10

List of All Accidents During Year Ended June 30, 1910.

Passengers, injured from causes beyond their own control, ...	1
Other persons, injured from causes beyond their own control, ...	2
Passengers, injured from their own misconduct or carelessness, ...	17
Other persons, injured from their own misconduct or carelessness, ...	4
Total, ...	24
Amount paid for injuries and damages caused by accidents:	
Paid by the company, ...	\$899.12

Description of Accidents.

- July 2, 1909. Man stepped from moving car; no injuries.
 July 5, 1909. Man jumped from moving car; no injuries.
 July 9, 1909. Woman jumped from running car; no injuries.
 July 20, 1909. Team struck; no injuries.
 July 25, 1909. Man jumped from running car; no injuries.
 August 2, 1909. Man stepped from moving car; no injuries.
 August 8, 1909. Intoxicated man left car and tried to board same after it had started; cut face.

August 22, 1909. Man stepped backward off running board; slight injuries.

Sept. 4, 1909. Woman stepped from car after it had started; no injuries.

Sept. 9, 1909. Woman stepped from running board before car stopped; no injuries.

Sept. 11, 1909. Man fell from moving car; slight injury.

Sept. 17, 1909. Woman stepped from running car; no injuries.

Sept. 19, 1909. Woman thrown from running board; injured hip.

Oct. 2, 1909. Woman stepped off car before it stopped; slight injury.

Nov. 13, 1909. Intoxicated man fell from car; no injuries.

Feb. 11, 1910. Man fell trying to board running car.

March 14, 1910. Car struck team, throwing out two men, one of whom sustained slight injuries about the head.

April 30, 1910. Intoxicated man fell from car; injured about the head.

April 30, 1910. Intoxicated man fell from car; very slight injury.

May 5, 1910. Intoxicated man tried to board moving car; no injury.

May 22, 1910. Automobile struck, throwing out three occupants, one of whom sustained very slight injuries.

June 5, 1910. Man fell from running board, injuring knee and bruising face.

June 6, 1910. Intoxicated man jumped from car, sustaining scalp wound.

June 18, 1910. Man jumped from running board; leg bruised.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton and Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

COSTELLO LIPPITT,

Treasurer.

Sworn and subscribed to before me, this seventh day of September, A. D. 1910.

GUY B. DOLBEARE,

Notary Public.

1910.

- Mar. 30. Hartford. Crew says two teams collided near car and lady was thrown out and arm injured. Lady says car struck team and threw her out. Mrs. Nettie Greenberg.
Hartford. Car struck Donoghue, boy; leg slightly injured.
- Mar. 31. New Haven. Mrs. O'Brien fell after alighting from car; leg bruised.
New Haven. H. Herman stepped off moving car and fell; slightly injured.
New Haven. Unknown person attempted to board moving car and fell; slightly injured.
East Hartford. Mrs. Grady fell in car as car stopped suddenly; slightly injured.
Union City. E. C. Twitchell jumped from moving car; cut and bruised.
- Apr. 1. New Haven. Mrs. McCormack and boy, travelers on highway, fell in front of car; slightly injured.
New Haven. Unknown traveler on highway, riding bicycle, ran into side of car; slightly injured.
Hartford. Workman hit chisel a glancing blow and hammer struck August Baeder, workman, who was holding chisel; face injured.
Windsor. Mr. Warrington stepped from moving car and fell; slightly injured.
Hartford. Louis Bohlen stepped from moving car and fell; face and hands bruised.
Waterbury. Arthur Nichols struck by car; head bruised and cut.
Waterbury. Alice Trey jumped from moving car; head cut and other bruises.
- Apr. 2. Hartford. Collision of cars; Wm. H. McCrossen, wrist injured.
- Apr. 3. New Haven. Unknown man intoxicated fell in street after leaving car; cut about face.
West Haven. At Savin Rock, Harry Deangles stepped off moving car and fell; hands cut.
Milford. Mrs. A. L. Brown injured ankle alighting from car.
Milford. Amelia Boyle shaken up and bruised in collision of cars.
- Apr. 4. Waterbury. J. Painman struck by brake handle while at work in car house.
Hartford. Miss Augusta Peterson stepped from moving car and fell; cut head.
- Apr. 5. Wethersfield. Car struck team and threw John Jensen, driver, off; rib broken.
- Apr. 6. East Hartford. Car struck wagon and threw Jacob Greenbury, driver, off; leg badly injured and head injured.
- Apr. 7. Hartford. Mr. Lutwack stepped from moving car and fell; internally injured.
- Apr. 8. New Haven. Unknown lady stepped off moving car and fell; slightly injured.
Hartford. Chas. Saunders stepped from moving car and fell; slightly injured.

1910.

- Apr. 9. New Haven. F. Denlar fell after leaving car; slightly injured.
New Haven. T. Marcerelli stepped off moving car and fell;
slightly injured.
New Haven. W. E. Quirk attempted to board moving car and fell;
slightly injured.
Waterbury. P. Mallory, intoxicated, struck by car; cut and
bruised.
- Apr. 10. New Haven. Unknown man stepped off moving car and fell;
slightly injured.
New Haven. Unknown man stepped off moving car and fell;
slightly injured.
Waterbury. P. Dunn jumped from moving car; face and hands
cut and bruised.
- Apr. 11. Willimantic. J. Brassill jumped from moving car and was bruised.
- Apr. 12. New Haven. Unknown person attempted to board moving car and
fell; slightly injured.
New Haven. Unknown person fell on car floor; knee bruised.
New Haven. Unknown woman attempted to board moving car
and fell; slightly injured.
Hartford. M. Foley, intoxicated man, tried to board moving car
and fell; slightly injured.
Hartford. Car struck team and threw Driver T. J. Mahoney off;
slightly injured.
East Hartford. Chas. F. Collin jumped from moving car and fell;
knee slightly injured.
- Apr. 13. New Haven. W. E. Bailey attempted to board moving car and fell;
slightly injured.
New Haven. Conductor Conway, employee, struck by passing car;
badly bruised.
- Apr. 14. New Haven. Rose Trackoff stepped off moving car and fell:
slightly injured.
New Haven. Chas. Knight stepped off moving car and fell;
slightly injured.
New Haven. Anton Swerbstzky stepped off moving car and fell;
cut over left eye.
- Apr. 15. New Haven. Ray Haywood struck by tree while attempting to
board moving car; bruised about body.
Hartford. Vernon Street barn. Stanley Smith while turning nut
on car wrench, slipped and cut finger slightly.
- Apr. 16. Allintown. Unknown man with baby in his arms stepped off
moving car and fell; slightly injured.
New Haven. Andrew Norston stepped off moving car and fell;
slight cut on shoulder.
New Haven. H. A. Warfield fell against vestibule window; cut
on shoulder.
New Haven. Mr. Kennedy attempted to board moving car and fell;
head bruised.
New Haven. Samuel Graves attempted to board moving car and
fell; slightly injured.

1910.

- Apr. 16. South Windsor. Tony Blewe jumped from moving car and fell; slightly injured.
Hartford. Car started as Mrs. Mary Everetts was boarding same and she was thrown; slightly injured.
Hartford. Car started as unknown woman was boarding same; slightly injured.
Hartford. Morris J. Foley tried to board moving car and fell; head rather badly injured.
Waterbury. A. Perawzini stepped from moving car; back of head cut.
- Apr. 17. Hartford. Car swung around curve, rear end knocked car starter John Madden, down and slightly injured him.
Waterbury. S. Duroches struck by car and sprained ankle.
Waterbury. J. Schultz claimed to have been cut by car; leg broken.
Meriden. Frank Stock stepped off moving car and was slightly bruised.
- Apr. 18. Windsor. Car struck team, and threw Driver Frank Marks out; slightly injured.
Waterbury. J. LaClaire fell while at work at car house; shaken up and bruised.
Plantville. Mrs. W. Ward stepped off moving car and cut head.
- Apr. 19. New Haven. Tony Spoli stepped off moving car and fell; wrist sprained.
New Haven. Walter Stowe, traveler on highway on bicycle, ran into rear step of car; slightly injured.
Norwich. O. Larkham jumped from moving car and was bruised.
- Apr. 20. Unknown man attempted to board moving car and fell; cut about head.
Hartford. Vernon Street yard. While lifting a pair of wheels with hook, hook slipped and struck workman, Hugh Connors on leg and bruised same.
- Apr. 21. New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. Car struck wagon and threw Driver Max Wolf out; head cut.
- Apr. 22. Waterbury. Head on collision: James D. Johnson, face bruised and shock; M. Pallatas, wrist sprained; G. Gessop, back sprained, and shock; C. D. Judd, back sprained, bruised and cut; P. Atwood, face cut.
- Apr. 23. New Haven. Unknown child, three years old, traveler on highway, struck by car; bruised about body.
New Haven. L. J. Harb attempted to board moving car and fell; slightly injured.
Newington. Geo. Unwin walking track, struck running board; back injured.
- Apr. 24. New Haven. Unknown girl stepped off moving car and fell; slightly injured.
New Haven. Mrs. Mary Collins fell on car floor; head bruised.

1910.

- Apr. 25. New Haven. Unknown man stepped off moving car and fell; slightly injured.
- Apr. 26. Hartford. Car jumped track and ran into sidewalk: R. H. House, slightly injured; Herman Spiezel, slightly injured; C. A. Sherman, slightly injured; Mrs. N. J. Connors, slightly injured.
- Taftville. M. Vallet lying on track and killed by car.
- Stamford. Pearl Muench struck by car; badly bruised and cut.
- Apr. 27. New Haven. Mr. MacCliffer attempted to board moving car and fell; slightly injured.
- Montville. Mrs. Wilcox bruised by derailment of car.
- Norwich. Trackman M. Connell bruised by rail falling.
- Bridgeport. Collision, car and team; Driver Oliver W. Wilcox slightly injured.
- Apr. 28. East Hartford. Mrs. Ellen Hill had boarded car, car started suddenly and she was thrown backwards against rear controller; slightly injured.
- Bridgeport. Tony Cadallo stepped from moving car and fell; face scratched.
- Bridgeport. Car sideswiped; Clifford Singer and A. E. Knapp shaken up and bruised.
- Bridgeport. Collision between car and auto; Florence Brady injured back.
- Waterbury. Marion M. Clark fell after alighting from standing car; hip sprained.
- Waterbury. A. Palldino; collision, car and team; head and arm cut.
- Waterbury. N. Bryon; collision, car and team; bruised and sprained.
- Apr. 29. New Haven. Mrs. Negbaur stepped off moving car and fell; slightly injured.
- West Haven. E. A. Mansfield stepped off moving car and fell; slightly injured.
- New Haven. Unknown man stepped off moving car and fell.
- Bridgeport. Collision, car and team; Jacob Karcher, shaken up and bruised.
- Waterbury. R. Rosenback; collision, car and team; back injured.
- Waterbury. J. Mautes; collision, car and team; cut and bruised.
- Apr. 30. Waterbury. Derailment; E. Mulvaney, wrist sprained; J. Clashy, elbow sprained.
- May 1. New Haven. Minie Barsnock stepped off moving car and fell; slightly injured.
- New Haven. J. M. McNerney struck by iron from welding machines while riding on running board; ankles bruised.
- West Haven. Fare register fell from fastening and struck R. W. Hyde on leg; leg badly bruised.
- Hartford. Trolley base fell and struck conductor, Walter Bushnell, on head; head and chest badly injured.
- Waterbury. Sharon, a child, struck by moving car; head cut.

1910.

- May 2. Stamford. M. Connell; collision car with wagon; hand cut.
- May 3. New Haven. Frank Braroni stepped off moving car and fell; nose bruised.
New Britain. Thos. Cavanaugh stepped from moving car and fell; finger bruised.
- May 4. New Haven. Collision with team owned by J. H. Frost; John O. May and Raymond Carney, slightly injured.
- May 5. New Haven. Mrs. Brown slipped on car step, while alighting and fell on street; slightly injured.
New Haven. Collision with team owned by N. H. Gas Co., driver Buell injured slightly.
West Haven. Unknown man stepped off moving car and fell.
East Hartford. While lifting rail, same fell on laborer's foot; foot slightly injured.
New Britain. As car went around curve, door shut on Mrs. Catherine Sloan's finger; finger bruised.
- May 6. North Haven. Collision with auto owned by Layman Law: Raymond Law and daughter, nervous shock; Mrs. Dowd, nervous shock; Mrs. Booth, arm fractured.
New Haven. Collision with team; S. Brown and M. Glett, injured slightly.
Wethersfield. L. Morebuckland jumped from moving car and fell; arm injured.
Hartford. While moving rail, same fell on laborer's foot; slightly injured.
- May 7. East Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Wm. Baulf, traveler on highway, struck by car and cut about the face.
New Haven. Miss Bleafet stepped off moving car and fell; slightly injured.
Hartford. Mr. Barner jumped from moving car and fell; slightly injured.
Hartford. Horse ran away near car and threw driver, Mr. Johnson, out; badly hurt. Mr. Johnson claims sprinkler car frightened horse.
Waterbury. L. Hummell stepped from moving car; concussion of the brain.
New London. G. Komorofsky bruised by jumping from moving car.
- May 9. New Haven. Mr. Colan stepped off moving car and fell; slightly injured.
- May 10. New Haven. Unknown traveler on highway struck by car, was riding bicycle, rim on one wheel broken; slightly injured.

1910.

- May 10.** New Haven. A. J. Norton attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
Meriden. Miss Mary Nolan; face scratched by broken feed wire.
- May 12.** New Haven. John Gallagher stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; bruised about body; slightly injured.
New Haven. Miss McCarthy stepped off moving car and fell; slightly injured.
Hartford. Horse stumbled and fell in front of car and car struck wagon: Thos. J. Martin and Geo. R. Seaille, men in wagon; slightly injured.
Bridgeport. Collision car and auto; Mrs. Fletcher leg broken.
- May 13.** New Haven. Mr. Ells stepped off moving car and fell; slightly injured.
- May 14.** New Haven. Miss Lavine fell in struck by sudden starting of car; slightly injured about face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
- May 15.** New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown boy stepped off moving car and fell; ankle sprained.
Hartford. Mr. C. E. Barnes' child ran directly in front of car and was struck; slightly injured.
Stratford. Register fell; Frank Gotz's knee injured.
- May 16.** New Haven. J. W. Mattress stepped in front of moving car and fell; slightly injured.
Bloomfield. While trying to fix signal lights on rear end, conductor fell off car and was slightly injured.
New Haven. Chas. Forbes, traveler on highway riding bicycle, struck by car; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
- May 17.** Hartford. Man tried to board moving car and fell; head cut.
Hartford. While moving rail, same fell on laborer's foot; foot slightly injured.
- May 18.** New Haven. Collision with Levi G. Gilbert's coal wagon; Steve Lesoche, driver, injured badly.
Momauguin. John Reilly stepped off moving car and fell; slightly injured.

1910.

- May 18. Waterbury. Wm. Dody, collision car and team; back, side, arm, and wrist injured.
- May 19. New Haven. C. Hand stepped off moving car and fell; cut on chin.
New Haven. Unknown lady stepped off moving car and fell; slightly injured.
New Haven. Jane Doherty stepped off moving car and fell; arm bruised.
Waterbury. Mrs. Watts fell while alighting from car; internally injured.
Cromwell. Car started as Fred Smith was alighting from same; slightly cut.
- May 20. New Haven. H. L. Wood stepped off moving car and fell; slightly injured.
New Haven. O. F. Bond, traveler on highway riding bicycle, struck by car; cut on chin.
New Haven. J. Bolan stepped off moving car and fell; slightly injured.
New Haven. Miss Steam stepped off moving car and fell; slightly injured.
- May 21. New Haven. Tony Delea attempted to board moving car and fell; slightly injured.
New Haven. Wm. O'Brien fell off moving car and head was cut.
Meriden. Tim Boardman stepped from moving car; fatally injured.
New Haven. Thos. Durcozk stepped off moving car; slightly injured.
New Haven. S. Dugan stepped off moving car and fell; slightly injured.
- May 22. Wethersfield. Car struck wagon and threw two men out; Harris Lifshitz slightly injured; Reuben Lifshitz's ear badly cut.
New Haven. Herman Smith stepped off moving car and fell; cut about face.
New Haven. Mrs. Ellen Gallinger stepped off moving car and fell; bruised about face.
Woodmont. Miss Kiser stepped off moving car; slightly injured.
New Haven. Collision of cars: J. Williams, slightly injured; Mr. Housley, slightly injured; F. Menzer, slightly injured.
New Haven. Mrs. Annie Leonard stepped off moving car and fell; slightly injured.
- May 23. West Haven. Collision of cars: M. A. Anderson, M. A. Raydan, Mr. Campbell, P. Williams, Wm. Ricks, all slightly injured.
New Haven. Unknown woman slipped on wooden pavement after leaving car; slightly injured.
Hartford. Jos. Saverock stepped from moving car and fell; face cut.
- May 24. New Haven. F. Johnson, boy, attempted to board moving car and fell; slightly injured.
Hartford. John Malley, intoxicated, fell from running board of moving car; face cut.

1910.

- May 24.** Hartford. While letting down pole with chain, chain slipped and sudden weight of pole sprained Workman C. W. Cudney's wrist.
Waterbury. Rose Nassann; collision between two cars; injury to ear drum.
Waterbury. S. Marvin pushed from running board of moving car; fracture of shoulder.
Sound Beach. Unknown man attempted to board moving car; face cut.
- May 25.** New Haven. Chas. Livingston, traveler on highway, struck by car; cut on head.
Hartford. C. S. Munger pushed hand through car window; hand slightly cut.
Union City. F. Skiwski, passenger, fell from moving car; head injured.
- May 26.** New Haven. P. Alder put arm over guard rail, hand struck by passing car and was slightly bruised.
New Haven. Unknown man, traveler on highway, walked into side of car; slightly injured.
Hartford. Mrs. Cough stepped from moving car and fell; face slightly cut.
- May 27.** New Haven. Mrs. Burt slipped while alighting from car and fell; slightly injured.
New Haven. Mrs. Ledinsky stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Collision with team owned by Anthony Parlete; driver bruised about the body.
Hartford. Mrs. Cranson stepped from moving car and fell; slightly injured.
Norwich. J. G. J. Prothero bruised by coming in contact with pole.
- May 28.** New Haven. Mrs. Perry stepped off and walked in back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Catherine Footman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Richards stepped off moving car and fell; slightly injured.
Hartford. Unknown woman stepped off moving car and fell; slightly injured.
Windsor. Collision of cars: Edson C. Chapman, slightly injured; Jennie Norman, slightly injured; Rebecca DeForge, badly injured; Elizabeth P. Dean, slightly injured; Emma A. Ensign, slightly injured; Leda Brooks, slightly injured; Martin S. Button, slightly injured; Myrtle A. Button, slightly injured; Wm. A. Button, slightly injured; Flora J. Button, rather badly injured; Sarah A. Holcome, slightly injured; Caroline W. Holcomb, slightly injured; Mary J. Kuhney, slightly in-

1910.

jured; Geo. Terrell, slightly injured; Alice E. Gregg, slightly injured; Rob't S. Bachelor slightly injured; Julia Blake, slightly injured; Annie F. Remallard, slightly injured; Emily A. Tinkham, slightly injured; Louis Wolf, slightly injured; Kate L. Simpson, badly injured; Louis J. Beaulieu, slightly injured; Mrs. L. J. Beaulieu, slightly injured; Louis S. Beaulieu, slightly injured; Emila Roraback, slightly injured; Inez C. Holcomb, rather badly injured; Kate Phalon, slightly injured; Gertrude E. Cooley, slightly injured; Tudor C. Cooley, slightly injured; Lenora M. Sullivan, rather badly injured; Mabel K. Sullivan, slightly injured; Michael Goodhart, slightly injured; James Mayo, rather badly injured; Mrs. Margaret Connor, badly injured; Miss Mary Connor, slightly injured; Edw. J. Fitzsimons, rather badly injured; Mrs. Mary Lucas, rather badly injured.

May 28. Bridgeport. Trolley pole caught around Julia Plummer and threw her to the ground; shaken up and bruised.

May 29. New Haven. Mr. Garton stepped off moving car and was run over by passing auto; bruised about face and body.

New Haven. Mrs. Granger stepped off moving car and fell; leg bruised.

New Haven. Unknown woman stepped off moving car and fell; slightly injured.

Hartford. Oscar Swanson tried to catch his hat and fell from running board; slightly injured.

Hartford. Mrs. Wolf stepped from moving car and fell; head injured.

Hartford. Mrs. Rosey Cohen stepped from moving car and fell; arm injured.

Dickerman's Cor. Miss Clark stepped off moving car and was slightly injured.

May 30. New Haven. Tony Demartraus stepped off moving car and fell; cut over eye.

New Haven. Unknown man stepped off moving car and fell; slightly injured.

New Haven. Unknown man's hat blew off and in trying to catch it he fell off moving car; slightly injured.

New Haven. Margaret Murray stepped off moving car and fell; slightly injured.

New Haven. Unknown man stepped off moving car and fell; slightly injured.

New Haven. Unknown girl stepped off moving car and fell; slightly injured.

New Haven. Collision with team: wagon damaged; Mr. Berman, owner, slightly injured; John Detozi, slightly injured; Patilice Nossa, slightly injured.

Hartford. Richard O'Mara, intoxicated, fell from running board; slightly injured.

1910.

- May 30.** New London. Mrs. Kelley and Mamie Murphy and Mrs. Rob't Harrison injured in collision.
Waterbury. J. O'Leary, passenger, fell from running board of moving car; face cut, wrist and knees injured.
Waterbury. C. Dashum, passenger, fell from moving car and cut his face.
- May 31.** New Haven. Mrs. Murphy stepped off moving car and fell; slightly injured.
West Haven. J. J. McClelland, walking on running board, fell off while car was in motion; slightly injured.
New Haven. Unknown Yale student fell off moving car and was cut about face.
South Manchester. Jos. Smith jumped from moving car and fell; face cut.
Middletown. While trying to put pole on wire, Conductor Thos. F. Carney fell from bumper; head cut.
- June 1.** New Haven. Mrs. Hudin stepped off moving car and fell; left arm fractured.
New Haven. Rear end collision: Mr. McKay, slightly injured; Mr. Cunningham, slightly injured; Mrs. Reilly, slightly injured.
New Haven. John Miller stepped off moving car and fell; skull fractured.
New Haven. C. Fitzpatrick, conductor, employee, knocked off running board by passing auto, leg fractured.
New Haven. Mrs. Potter caught heel on running board and fell; slightly injured.
New Haven. John MacAvoy stepped off moving car and fell; bruised about body.
Hartford. Sam Cranston, conductor, struck head against team near track; head slightly cut.
Windsor. Pat'k Flynn walked directly in front of car and was struck; slightly injured.
- June 2.** Waterbury. J. Gaffney stepped off moving car; both knees cut.
New Haven. Geo. Edwards stepped off moving car and fell; slightly injured.
New Haven. C. P. Stannard stepped off moving car and fell; slightly injured.
New Haven. Max Rosenbloom stepped off moving car and fell; slightly injured.
Hartford. Chas. Smith jumped from moving car and fell; slightly injured.
- June 3.** New Haven. Burr Crosby attempted to board moving car and fell; slightly injured.
New Britain. As car rounded curve, Dominick Died, workman, fell from car; slightly injured.
Hartford. Mr. Anderson jumped from moving car and fell; slightly injured.

1910.

- June 3. Hartford. Jos. Sabino jumped from moving car and fell; slightly injured.
 Waterbury. Unknown stepped from moving car; cut on forehead.
 Waterbury. Unknown passenger fell trying to board moving car; bruised and scratched.
 New London. Man bruised by stepping from moving car.
- June 4. New Haven. C. Yale attempted to board moving car and fell; slightly injured.
 West Haven. Christian Honson stepped off moving car and fell; slightly injured.
 New Haven. Unknown woman stepped off moving car and fell; slightly injured.
 New Haven. Unknown man stepped off moving car and fell; slightly injured.
 New Haven. Unknown man attempted to board moving car and fell; slightly injured.
 New Haven. Mrs. Hall attempted to step off moving car by going under guard rail and fell; slightly injured.
 New Haven. Geo. Mooksha standing on running board and was caught between two cars; bruised body and leg.
 New Britain. Alice Kingsbury stepped from car and was slightly injured.
 Hartford. Unknown intoxicated man fell off running board and was slightly injured.
 Bloomfield. Caff Dedodge jumped from moving car and fell; slightly injured.
 Hartford. Back of seat dropped down and Jos. A. Brouillard, passenger, dropped back; back slightly injured.
 Waterbury. Mrs. William Little, collision car and team; fractured wrist.
 Norwich. Lineman H. Roblard injured by flying tool.
 Derby. Mr. Hankhurst boarding car; leg injured.
 Portland. Window fell on child's finger, James Cronin, a minor; finger badly injured.
- June 5. New Haven. Miss Margaret O'Brien stepped off moving car; slightly injured.
 New Haven. John Dworski stepped off moving car and fell; knee bruised.
 New Haven. Unknown woman stepped off moving car and fell; slightly injured.
 New Haven. At Lighthouse Point. Collision of cars; L. Freedman, slightly injured.
 New Haven. Collision of cars; John Gleason, slightly injured.
 New Britain. Geo. D. Chipman, motorman, riding as passenger, jumped from moving car and fell; ankle injured.
 Hartford. James O'Brien tried to board moving car and fell; car went over leg, leg crushed.
 Hartford. While replacing fuse, Motorman August Freytag had face and hands burned by flash.

1910.

- June 5. Waterbury. Grace Wooding, rear end collision; back and shoulder bruised.
- June 6. New Haven. Mrs. Reynolds stepped off moving car and fell; slightly injured.
F. J. Jarald stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Mrs. Mooney stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Bridgeport. Harry Sandlin stepped in front of moving car and was knocked down; generally bruised, fractured skull.
Bridgeport. Ciro Aiello injured alighting from car; face bruised and fractured collar bone.
- June 7. New Haven. Controller took fire: Mrs. Aeger, fatally injured; Mrs. Potrin, badly injured; Mrs. Meyers, badly injured; Mrs. Daley, badly injured; Miss Nardale, badly injured; Miss Welch, badly injured; Miss Rose, badly injured; Miss O'Brien, badly injured; unknown.
New Haven. Mr. Russell, traveler on highway, riding motor-cycle, rode in back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Unknown man, intoxicated, traveler on highway, struck by car; slightly injured.
Baltic. A. Wood bruised by stepping from moving car.
Winsted. J. D. Gellop tried to board moving car; face scratched.
Sound Beach. Conductor P. Passaro, bruised shoulder; broken trolley pole on car.
- June 8. New Haven. Car off track; three unknown passengers shaken up.
New Haven. Tim Flower stepped off moving car and fell; slightly injured.
New Haven. C. C. Torrey jumped on and off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Berger stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; bruised about body.
New Haven. Unknown girl stepped off moving car and fell; bruised about body.
Centerville. Unknown man stepped off moving car and fell; slightly injured.
Augerville. J. Phillips stepped off moving car and fell; slightly injured.
New Haven. Mrs. L. Reif stepped off moving car and fell; bruised arm and leg.

1910.

- June 8. Danielson. Fireman J. Casey, eye injured by flying particles of steel.
Stanford. Collision, car with wagon; Samuel Nelson, cut face.
- June 9. New Haven. Frank Cowp jumped off moving car and fell; slightly injured.
New Haven. Mrs. Merrigan stepped off moving car and fell.
Hartford. Debarro Guiseppi fainted on car and fell against controller; head cut.
- June 10. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
Waterbury. James Smith boarding car, car started; sprain and nervous shock.
New London. C. J. O'Shea bruised by stepping from moving car.
- June 11. New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Tahan Boher stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. John Watson touched pole that was charged; hand slightly burned.
Hartford. Horse frightened by steam train, reared in front of car and was struck. Two men in carriage thrown out. Mr. J. Reen, ribs injured; Mr. W. Bliss, face cut.
Waterbury. J. Rainone jumped from moving car and cut on head.
- June 12. New Haven. Unknown man stepped off moving car and fell; slightly injured.
Waterbury. Collision car and team. Wm. Delaney, three ribs fractured; Annie Bergen, shaken up and bruised.
- June 13. New Haven. L. D. Hine attempted to board moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
Hartford. Mr. Goldberg tried to board moving car and fell; slightly injured.
- June 14. West Haven. At Savin Rock. Edw. Tolle attempted to board moving car and fell; slightly injured.
West Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Hartford. Unknown woman stepped off moving car and fell; slightly injured.
Hartford. After alighting from car, William H. Wilton struck by auto; slightly injured.

1910.

- June 14.** Hartford. Car struck wagon and threw Driver Wm. Hergog out; slightly injured.
Newington. Car started as Elizabeth H. White was alighting and she was thrown; slightly injured.
Bridgeport. Mrs. Casey injured while alighting from car.
Fairfield. James Whalen struck on head by side rail; nose cut.
- June 15.** New Haven. Frank Lesttyns, traveler on highway, riding bicycle, riding back of car and was struck by car going in opposite direction; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. R. Knead fell in street after leaving car; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. T. Berry, traveler on highway, struck by car and was bruised about body.
New Haven. James Doyle, intoxicated, stepped off moving car and fell; cut about the face.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
Meriden. Mrs. Wagner jumped from moving car and sprained ankle.
Meriden. Wm. Tryon struck with falling register; slightly bruised.
- June 16.** New Haven. Unknown person stepped off moving car and fell; slightly injured.
New Haven. John Reynolds stepped off moving car and fell; slightly injured.
Naugatuck. C. DeBitto struck on head by register; head cut.
Naugatuck. L. Rehm alighted from moving car; shaken up and bruised.
New Haven. Controller took fire and two unknowns slightly hurt.
- June 17.** New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Hunt stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car; slightly injured.
East Hartford. Cornelius Noonan stepped from moving car and fell; slightly injured.
Hartford. H. E. Outland claims he was struck by car while riding bicycle and slightly injured. (Unable to locate crew that had accident.)
- June 18.** New Haven. Unknown woman stepped from moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car; slightly injured.

1910.

- June 19. Momanguin. S. E. B. Bastajian, Jr., child, traveler on highway, struck by car; slightly injured.
- New Haven. Miss Sadie Sullivan stepped off moving car and fell; slightly injured.
- New Haven. Unknown girl stepped off moving car and fell; slightly injured.
- West Haven. At Savin Rock. Unknown colored woman stepped off moving car and fell; slightly injured.
- New Haven. Clara Lipson, child, traveler on highway, struck by car; bruised on arm.
- New Haven. Mrs. Palmer fell while alighting from car; slightly injured.
- Morris Cove. Mr. Murphy stepped off moving car and fell; slightly injured.
- New Haven. Miss Mary Welch stepped off moving car and fell; bruised about the body.
- East Hartford. Horse on tower wagon started up and threw reel of wire against workman, M. Connors; back slightly hurt.
- East Hartford. Peter Salmer, workman, had leg caught between reel of wire and side of wagon; leg slightly injured.
- Hartford. Mr. Jordan's child ran in front of car and was struck; slightly injured.
- Hartford. As conductor raised, he struck Grace L. Smith on eyelid; eyelid cut.
- Waterbury. Allen Smith struck by car; sprained and bruised.
- Bridgeport. Kate Devine stepped from moving car and fell; head cut.
- June 20. New Haven. Miss Bildi Lonergan stepped off moving car and fell; slightly injured.
- New Haven. F. Iver attempted to board moving car and fell; slightly injured.
- New Haven. W. S. Sanford stepped off moving car and fell; slightly injured.
- New Haven. Miss Gillin stepped off moving car and fell; slightly injured.
- New Haven. E. Tuttle, traveler on highway, fell along side of track; slightly injured.
- New Haven. Collision of cars; Mr. Bright and Geo. Lee slightly injured, also two unknowns.
- New Haven. Unknown woman stepped off moving car and fell; slightly injured.
- New Britain. Mary A Connelly fell while alighting from car at standstill; slightly injured.
- West Hartford. Rebecca O. McGurley had hold of handle and car started, and she was thrown; slightly injured.
- June 21. New Haven. Miss S. Lapedis stepped off moving car and fell; slightly injured.
- New Haven. Mr. Oannillo, traveler on highway, riding bicycle, ran into side of car because auto crowded him; bruised about body.

1910.

- June 21. New Haven. Mr. Fitzgerald stepped off moving car and fell; cut about hands and face and bruised about the body.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Britain. Anthony Kelly fell from running board of moving car; slightly injured.
Hartford. Car struck wagon and threw Jacob Melicoesky, driver, out; head slightly injured.
Hartford. Miss Julia I. Gilworth stepped from car just after it started and fell; knee slightly injured.
Thomaston. Unknown stepped from moving car; hands and arms cut.
Montville. D. Connelly bruised in jumping from moving car.
- June 22. New Haven. Augustine Embloom stepped off moving car and fell; slightly injured.
New Haven. Controller took fire; four injured slightly in jumping from car. Two unknown Italians and two other unknown persons; refused to give names.
New Haven. Lois V. Appelle stepped off moving car and fell; bruised about head and body.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown boy stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Miss G. Antron stepped off moving car and fell; slightly injured.
New Haven. Jennie Conele stepped off moving car and fell; slightly injured.
South Manchester. Car ran over M. Coyle's toes as he was lying side of track intoxicated; toes crushed.
Hartford. Mortimer Bacon walked directly in front of car and was struck; head cut and body bruised.
Waterbury. Wm. Himmick ran against side of car; cut and bruised.
Norwich. Lineman E. Harte fatally injured in falling from pole.
- June 23. New Haven. James Berry, intoxicated, fell alighting from car and was struck; slightly injured.
New Haven. Wm. Coogan attempted to board moving car and was struck by passing team; slightly injured.
New Haven. Mrs. Hunt stepped off moving car and fell; slightly injured.
New Haven. Mrs. Smith stepped off moving car and was slightly injured.
Hartford. Marion H. Snenk stepped from moving car and fell.
Hartford. Mrs. M. Murphy stepped from moving car and fell; head cut.

1910.

- June 23. Hartford. Vernon St. Office. Thos. McGuinness while repairing electric light wire had hand slightly burned while coming in contact with wire.
Stratford. Mary Gilrolski stepped from moving car and fell; head cut.
Bridgeport. Albina Bland injured while alighting from car; thumb sprained.
Willimantic. Mrs. Arnold bruised in stepping from moving car.
Danielson. Mrs. S. J. Harvey wrenched knee in standing car.
- June 24. New Haven. Unknown man, intoxicated, attempted to board moving car and fell; slightly injured.
New Haven. Unknown boy, stealing ride, jumped off moving car and fell; slightly injured.
New Haven. Collision with team owned by G. Thompson; driver bruised about body.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Mrs. Flyn stepped off moving car and fell; slightly injured.
Hartford. Laborer's finger slightly cut while pulling out spike.
Stamford. Miss S. Lepper stepped from moving car; head cut.
Waterbury. F. L. Benhan alighted from standing car; bruised and sprained.
- June 25. New Haven. Edw. Breen attempted to board moving car and fell; slightly injured.
New Haven. Unknown traveler on highway, riding bicycle, ran into car; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. H. Blaze stepped off moving car and fell; slightly injured.
New Haven. Unknown man attempted to board moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Mrs. E. J. Munson stepped off moving car and fell; slightly injured.
West Hartford. Frank Koenig, intoxicated, jumped from moving car and fell; fatally injured.
Waterbury. Chas. Pipe struck by service car; leg broken.
- June 26. New Haven. Unknown girl stepped off moving car and fell; slightly injured.
New Haven. H. L. Lewis stepped off moving car and fell; slightly injured.
New Haven. Unknown woman stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.

1910.

- June 26.** West Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Mrs. Freet stepped off moving car and fell; slightly injured.
New Haven. J. J. Regan attempted to board moving car and fell; slightly injured.
Hamden. Collision of cars: Mr. and Mrs. Dean and two children, Mr. Perd, all of Waterbury, Mrs. Farr and two daughters of East Haven, Mr. Johnson of Mt. Carmel, two unknown Italians of New York; all of above badly bruised.
Hartford. Catherine Loftuf stepped from moving car and fell; slightly injured.
Hartford. John Devlin stepped from moving car and fell; rather badly injured.
Hartford. Unknown man tried to board moving car and fell; slightly injured.
Stamford. Victoria Pinneno jumped from moving car; head cut.
New London. Mrs. A. L. Tirrell fell while boarding car and was bruised.
- June 27.** New Haven. Capt. O'Neil stepped off moving car and fell; bruised about body.
New Haven. Mrs. Sayars stepped off moving car and fell; slightly injured.
West Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Controller took fire; Wm. Lennox jumped off car and received sprained ankle.
New Haven. Grab handle broke and Conductor D. P. Williams fell off car; leg bruised, slightly injured.
East Hartford. Auto ran into excavation between track; Mr. and Mrs. Geo. Young riding in auto both slightly injured.
Woodbury. Mrs. James Short, horse frightened while unloading freight; shaken up and bruised.
Stamford. Fred Spillettt jumped from moving car; hand cut.
- June 28.** Wallingford. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Geo. Sabbo stepped off moving car and fell; slightly injured.
West Haven. At Savin Rock. Unknown woman fell after leaving car; slightly injured.
West Haven. Collision with team owned by F. H. Lynch; wagon damaged. Thos. Gilday, cut on head and hands; Mary Riley, bruised about back; R. Powers, bruised about body; Elizabeth Cline, bruised about face and body; Mary Jenkins, sprained wrist and scalp wound.
Hartford. Mr. L. Corin tried to board moving car and fell; slightly injured.
Hartford. Mrs. W. H. Miller stepped from moving car and fell; slightly injured.

1910.

- June 29. New Haven. Something flew in car and struck unknown woman on head; head cut.
New Haven. Mrs. Catharine Brereton stepped off moving car and fell; bruised about.
West Haven. At Savin Rock. Mrs. Swanson stepped off moving car and fell; slightly injured.
New Haven. Unknown man stepped off moving car and fell; slightly injured.
New Haven. Unknown person stepped off moving car and fell; slightly injured.
Momauguin. Geo. Maynard stepped off moving car and fell; slightly injured.
New Haven. Mary Easter stepped off moving car and fell; slightly injured.
New Haven. Unknown woman fell between car and curb; car was stopped; slightly injured.
West Haven. Miss Kaufman stepped off moving car and fell; slightly injured.
Norwich. Mrs. West jumped from car and was bruised.
- June 30. New Haven. E. C. Glynn stepped off moving car and fell; slightly injured.
New Haven. Unknown girl stepped off moving car and fell; slightly injured.
Mr. Carmel. Boy named McLaughlin, traveler on highway, struck by car; leg cut off.
New Haven. C. Metling stepped off moving car and fell; slightly injured.
New Haven. D. D. Shereileran stepped off moving car and fell; slightly injured.
Hartford. Mrs. Catherine Mitchell stepped from moving car and fell; slightly injured.
Hartford. Mrs. James Dillon stepped from moving car and fell; slightly injured.
Meriden. Mr. Anger, collision between car and team; driver slightly injured.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, Calvert Townley, Vice-President, and A. S. May, Treasurer, of the Connecticut Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

CALVERT TOWNLEY,

Vice-President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 15th day of September, A. D. 1910.

MAURICE K. DUGAN,

Notary Public.

DANBURY & BETHEL STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$623,000.00	
Capital stock outstanding, ...	320,000.00	
Bonds outstanding, ...	300,000.00	
Floating indebtedness, ...	* 123,167.10	
Total stock, bonds, and floating debt, ...	743,167.10	
Capital stock issued per mile of road owned, ...	21,289.33	
Bonds issued per mile of road owned, ...	19,958.75	
Cost of construction, ...	493,784.87	
Cost of equipment, ...	282,025.70	
Total cost of construction and equipment, ...	765,810.57	
Cost of construction and equipment per mile of road owned, ...	50,948.74	
Gross earnings from operation, ...	136,018.85	
Operating expenses, ...	98,802.44	
Net earnings, ...	37,216.41	
Gross income from all sources, ...	136,018.85	
Per cent. of operating expenses to gross earnings, ...		.7264
Gross earnings per mile operated, ...	9,049.22	
Operating expenses per mile operated, ...	6,573.24	
Net earnings per mile operated, ...	2,475.98	
Car earnings per car mile, ...	.2324	
Miscellaneous earnings per car mile, ...	.0067	
Gross earnings per car mile, ...	.2391	
Operating expenses per car mile, ...	.1737	
Net earnings per car mile, ...	.0654	
Car earnings per car hour, ...	2.0921	
Miscellaneous earnings per car hour, ...	.0603	
Gross earnings per car hour, ...	2.1524	
Operating expenses per car hour, ...	1.5635	
Net earnings per car hour, ...	.5889	
Taxes paid state, ...	5,320.12	
Interest paid, ...	21,597.80	
Dividend paid, ...	12,800.00	
Total length of main track owned, ...		15.031
Total length of main track operated, ...		15.031
Total car mileage, ...		568,710
Total car hours, ...		63,190
Fare passengers carried, ...		2,660,052
Fare passengers per mile run (passenger), ...		4.677

* Includes \$75,000.00 of debenture notes.

Fare passengers per car hour (passenger), . . .	42.096
Fare passengers per mile of main track operated, .	176,970
Average fare revenue passengers, ...	.0497
Average fare all passengers (including transfer passengers), ...	.0381
Average number of employees during year, . . .	75
Accidents: Killed, ...	1
Injured, ...	6

Description of Lines.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Danbury	Bethel.	5.445	.196	5.641	.224	5.865
White St.	Lake Kenosia.	4.927	1.923	6.850	.792	7.642
Main St.	Davis St.	.897	.....	.897	.028	.925
West St.	West Wooster	.522	....	.522	.....	.522
Elm St.	Lake Ave.	1.121	.....	1.121	.....	1.121
		12.912	2.119	15.031	1.044	16.075

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Co., Danbury, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under the laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official address.
S. O. HOLLEY,	President,	Danbury, Conn.
S. H. WAGNER,	First Vice-President,	New Haven, Conn.
M. H. GRIFFING,	Secretary and Treasurer,	Danbury, Conn.
M. H. GRIFFING,	General Manager,	" "
SAMUEL TWEEDY,	General Counsel,	" "
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
S. O. HOLLEY,	Danbury, Conn.
A. W. HOLLEY,	" "
M. H. GRIFFING,	" "
A. E. TWEEDY,	" "
E. A. STRATTON,	" "
S. H. WAGNER,	New Haven, Conn.
THOS. M. WALLER,	New London, Conn.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common	\$628,000.00	12,800	\$25.00	\$320,000.00	4 per cent.	\$12,800.00

Total number of stockholders, 85.

Total number of stockholders in this state, 67.

Amount of stock held in this state, \$285,775.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00
Con'd Mtg. Bonds.	May 1, 1906	30	May 1, 1936	300,000.00	100,000.00
Total.....				\$500,000.00	\$300,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00
5 per cent.	May and November.	5,000.00
Total.....		\$15,000.00

Per mile of single track owned exclusive of sidings and turnouts, 15.031 miles:

Capital stock outstanding, ...	\$21,289.33
Funded debt outstanding, ...	19,958.75
Total, ...	\$41,248.08

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Construction, ...	\$412,310.95	\$1,945.54	\$414,256.49
Real estate, buildings and fixtures, used in operation of road, ...	69,027.54	500.84	69,528.38
Total construction, ...	\$481,338.49	\$2,446.38	\$483,784.87
Power plant equipment, ...	\$109,957.28	\$302.46	\$110,259.74
Equipment, ...	163,911.52	7,854.44	171,765.96
Total equipment, ...	\$273,868.80	\$8,156.90	\$282,025.70
Grand total construction and equip- ment, ...	\$755,207.29	\$10,603.28	\$765,810.57
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...			\$50,948.74

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$136,018.85		
Operating expenses, ...	98,802.44		
Net earnings from operation, ...			\$37,216.41
Gross income less operating expenses, ...			\$37,216.41
Deductions from income:			
Taxes:			
On real and personal property, ...	\$104.00		
On capital stock, ...	5,320.12	\$5,424.12	
Interest:			
On funded debt, ...	\$15,000.00		
On floating debt, ...	6,597.80	21,597.80	27,021.92
Net income, ...			\$10,194.49
Deductions from net income:			
Dividends, 4% on \$320,000.00 common stock, ...			12,800.00
Deficit for year, ...			\$2,605.51
Surplus at beginning of year, ...			41,218.08
Surplus at close of year, ...			\$38,612.57

Gross Earnings from Operations.

Car earnings: passengers, ...		\$132,205.25
Miscellaneous earnings:		
Advertising, ...	\$500.00	
Drawing ice, ...	282.16	
Sale of metals, ...	1,817.06	
Sprinkling streets, ...	1,195.33	
Painting, ...	19.05	3,813.60
Total, ...		<u>\$136,018.85</u>

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway, ...	\$7,583.26	
Maintenance of electric line, ...	2,211.78	
Maintenance of buildings and fixtures, ...	216.53	
Total, ...		<u>\$10,011.57</u>

Equipment:

Maintenance of steam plant, ...	\$944.91	
Maintenance of electric plant, ...	99.81	
Maintenance of cars, ...	8,326.60	
Maintenance of electric equipment of cars, ...	10,177.48	
Total, ...		<u>19,548.80</u>

TRANSPORTATION.

Operation of power plant:		
Power plant wages, ...	\$5,613.03	
Fuel for power, ...	9,622.59	
Water for power, ...	47.00	
Lubricants and waste for power plant, ...	583.84	
Total, ...		<u>15,866.46</u>

Operation of cars:

Wages of conductors, ...	\$17,072.70	
Wages of motormen, ...	16,941.05	
Wages of car house employees, ...	986.15	
Cleaning and sanding track, ...	1,268.23	
Removal of snow and ice, ...	615.11	
Total, ...		<u>36,883.24</u>

GENERAL.

Salaries of general officers, ...	\$4,105.81	
Salaries of clerks, ...	1,216.80	
Printing and stationery, ...	443.88	
Miscellaneous office expenses, ...	327.03	
Stable expenses, ...	972.62	

Advertising and attractions, ...	33.71
Miscellaneous general expenses, ...	1,548.76
Damages, ...	5,287.93
Miscellaneous legal expenses, ...	5.00
Insurance, ...	2,550.83

Total, ... 16,492.37

Grand total, ... \$98,802.44

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$755,307.29	Construction and equip- ment, ...	\$765,810.57	\$10,603.28	
	Other permanent invest- ments as follows:			
23,860.26	Kenmare property, ...	23,860.26		
1,114.08	Land at Lake Kenosia, Current assets, as follows:	1,114.03		
2,440.67	Cash, ...	927.78		\$1,512.94
6,204.84	Accounts receivable, ...	5,325.44		879.40
1,001.74	Material and supplies, ...	488.81		512.98
1,858.72	Tools, inst., etc., ...	2,269.90	916.18	
	Insurance fund, ...	829.97	829.97	
\$790,182.55	Total, ...	\$799,626.71	\$13,849.43	\$2,905.27

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$320,000.00	Capital stock, common, ...	\$320,000.00		
300,000.00	Funded debt, ...	300,000.00		
	Current Liabilities as fol- lows:			
84,418.04	Loans and notes pay- able, ...	48,167.10	\$13,749.06	
12,356.85	Accounts payable, ...	11,447.04		\$909.81
6,400.00	Dividends unpaid, ...	6,400.00		
790.08	Insurance fund, ...			790.08
75,000.00	Debenture notes, ...	75,000.00		
41,218.08	Surplus, ...	88,612.57		2,605.51
\$790,182.55	Total, ...	\$799,626.71	\$13,749.06	\$4,304.90

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	568,710
Total car mileage, ...	568,710
Passenger car hours, ...	63,190
Total car hours, ...	63,190
Fare passengers carried, ...	2,660,052
Transfer passengers carried, ...	809,294
Total passengers carried, ...	3,469,346
Average fare, revenue passengers, ...	.0497
Average fare, all passengers (including transfer passengers), ...	.0381
Car earnings per car mile, ...	.2324
Miscellaneous earnings per car mile, ...	.0067
Gross earnings per car mile, ...	.2391
Car earnings per car hour, ...	2.0921
Miscellaneous earnings per car hour, ...	.0603
Gross earnings per car hour, ...	2.1524
Operating expenses per car mile, ...	.1737
Operating expenses and taxes per car mile, ...	.1832
Operating expenses per car hour, ...	1.5635
Operating expenses and taxes per car hour, ...	1.6494
Operating expenses per cent. of gross earnings, ...	.7264
Operating expenses and taxes per cent. of gross earnings, ...	.7663
Average number of employees, not including officials, during year, ...	75
Aggregate amount of wages paid employees, ...	\$57,939.20
Amount of salaries paid officials, ...	4,105.81

CROSSINGS, ETC.

	No.
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	3
Steam railroad crossings at grade protected by derailing devices on street railway, ...	3
Steam railroad crossings over grade, ...	1
Steam railroad crossings under grade, ...	1

Commutation or other form of tickets at reduced rates: Commutation tickets, 21 for \$1.00.

Description of Road and Equipment.**TRACK.**

	Owned.	Total Operated.
Length of road (first main track), ...	12.912	12.912
Length of second main track, ...	2.119	2.119
Total length of main track, ...	15.031	15.031
Length of sidings and turnouts, ...	1.044	1.044
Total computed as single track, ...	16.075	16.075

Description of Road and Equipment—Continued.

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
	48	2.621	2.621
	60	8.417	8.417
"T,"	75	4.087	4.087
Girder Tram, ...	80	1.000	1.000
Total miles of, ...		16.075	16.075

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Without paving, ...	2.342
Cobble, ...	9.037
Belgium block, ...	1.811
Macadam, ...	2.885
Total miles, ...	16.075

CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule,	18	.....	18
Closed passenger cars not equipped with vestibule,	.....	8	8
Open passenger cars, ...	12	9	21
Total passenger cars, ...	30	12	42
Work cars, ...	2	1	3
Sweepers, ...	2	1	3
Sprinkler, ...	1	.....	1
Total, ...	35	14	49

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	9	20 & 24c. per hr.
Motormen, ...	9	" "
Watchmen, ...	12	\$1.70
Roadmen, ...	10	1.66
Linemen, ...	10	2.40
Engineers, ...	12	3.00
Firemen, ...	12	2.00
Machinists and mechanics, ...	10	3.00

List of all Accidents During Year ended June 30, 1900.

Cause and nature of injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...				3	.....	3
Other persons, ...			1	3	1	3
Total, ...			1	6	1	6

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$6,907.98

Description of Accidents.

Sept. 7, 1909. Corner Main and White streets, Christopher Ohler stepped from moving car, fell; knee and shoulder bruised.

Sept. 20, 1909. Main Street, Mr. Molniaro drove team in front of car; wagon was tipped over, he was thrown out, cut over eye; intoxicated.

Dec. 27, 1909. Main Street, Thos. Scofield, intoxicated, standing on cross-walk too near track, car struck him and bruised his face.

Feb. 27, 1910. River Street, Mrs. Goldstine backed wagon in front of car; car hit wagon, threw her out; bruises on side.

Feb. 12, 1910. Main Street, near White Street, Wm. Fitzsimmons slipped on step of car; cut on leg.

May 14, 1910. Division Street, George Sherwood stepped from moving car; fell and hurt his hip.

May 14, 1910. River Street, Allie Demond, colored child, ran in front of car and fell on track; car wheels passed over his body; died shortly after taken home.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

S. C. HOLLEY,
President.
M. H. GRIFFING,
Treasurer.

Sworn and subscribed to before me, this fourteenth day of September,
A. D. 1910.

A. N. WILDMAN,
Notary Public.

THE FARMINGTON STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$189,000.00	
Capital stock outstanding, ...	157,500.00	
Bonds outstanding, ...	30,000.00	
Floating indebtedness, ...	30,000.00	
Total stock, bonds, and floating debt, ...	217,500.00	
Capital stock issued per mile of road owned, ...	20,061.56	
Bonds issued per mile of road owned, ...	3,184.37	
Cost of construction, ...	139,022.05	
Cost of equipment, ...	97,550.41	
Total cost of construction and equipment, ...	236,572.46	
Cost of construction and equipment per mile of road owned, ...	25,111.18	
Gross earnings from operation, ...	30,703.09	
Operating expenses, ...	16,656.24	
Net earnings, ...	14,046.85	
Income from other sources, ...	179.96	
Gross income from all sources, ...	14,226.81	
Per cent. of operating expenses to gross earnings, ...		54.24
Gross earnings per mile operated, ...	2,053.16	
Operating expenses per mile operated, ...	1,113.83	
Net earnings per mile operated, ...	939.33	
Car earnings per car mile, ...	.2893	
Miscellaneous earnings per car mile, ...	.0009	
Gross earnings per car mile, ...	.2902	
Operating expenses per car mile, ...	.1574	
Net earnings per car mile, ...	.1328	
Car earnings per car hour, ...	.3458	
Miscellaneous earnings per car hour, ...	.0012	
Gross earnings per car hour, ...	.3470	
Operating expenses per car hour, ...	.1882	
Net earnings per car hour, ...	.1588	
Taxes paid state, ...	1,468.33	
Interest paid, ...	1,586.16	
Total length of main track owned, ...		9.421
Total length of main track operated, ...		14.954
Total car mileage, ...		105,756
Total car hours, ...		8.846
Fare passengers carried, ...		593,416
Fare passengers per mile run (passenger), ...		5.960

Fare passengers per car hour (passenger), . . .	72.332
Fare passengers per mile of main track operated, . .	39.682
Average fare revenue passengers, ...	5.00
Average fare all passengers (including transfer passengers), ...	5.00
Average number of employees during year, . . .	27

Description of Lines.

From	To	Length of road, first main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Unionville	West Hartford,	9.421	9.421	0.837	9.758

Corporate Name and Address of Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Official Address.	
EDWARD D. ROBBINS,	President,	Hartford,	Conn.
D. NEWTON BARNEY,	Vice-President,	Farmington,	"
CHAS. E. HUBBARD,	Secretary,	Hartford,	"
EDWARD D. ROBBINS,	Treasurer,	"	"
A. J. BROUGHEL,	Asst. Treasurer,	"	"
CHARLES E. HUBBARD,	General Manager,	"	"
F. L. MCCORMACK,	Superintendent,	Unionville,	"

Directors of the Company.

Name.	Residence.
EDWARD D. ROBBINS, ...	Hartford, Conn.
ANDREW J. BROUGHEL, ...	" "
CHAS. E. HUBBARD, ...	" "
D. N. BARNEY, ...	Farmington, Conn.
W. A. HOOKER, ...	" "

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common,	\$189,000.00	1,890	\$100.00	Five-sixths of which has been paid in, viz.: \$157,500.00.

Total number of stockholders, 25.

Total number of stockholders in this state, 23.

Amount of stock held in this state, \$75,000.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Debentures, .	July 1, 1904	20	July 1, 1924	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	

Per mile of single track owned exclusive of sidings and turnouts, 9.421 miles.

Capital stock, ... \$20,061.56

Funded debt outstanding, ... 3,184.37

Total, ... \$23,245.93

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Total cost to June 30, 1910.
Right of way, ...	\$15,111.70	\$15,111.70
Track and roadway construction, ...	75,478.66	75,478.66
Electric line construction, ...	40,971.55	40,971.55
Real estate used in operation of road, ...	1,000.00	1,000.00
Buildings and fixtures used in operation of road, ...	6,460.14	6,460.14
Total construction, ...	\$139,022.05	\$139,022.05
Shop tools and machinery, ...	\$936.08	\$936.08
Cars, ...	50,550.7	50,550.73
Electric equipment of cars, ...	43,698.92	43,698.92
Miscellaneous equipment, ...	2,364.68	2,364.68
Total equipment, ...	\$97,550.41	\$97,550.41
Grand total construction and equipment, ...	\$236,572.46	\$236,572.46
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	\$25,111.18

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$30,703.09	
Operating expenses, ...	16,656.24	
Net earnings from operation, ...		\$14,046.85
Miscellaneous Income:		
Interest on deposits, ...		179.96
Gross income less operating expenses, ...		\$14,226.81
Deductions from Income:		
Taxes on capital stock, bonds; and floating debt, ...	\$1,468.33	
Interest on funded debt, ...	\$750.00	
Interest on floating debt, ...	836.16	1,586.16
		3,054.49
Net income, ...		\$11,172.32
Surplus for year, ...		\$11,172.32
Surplus at beginning of year, ...	\$20,113.24	
Profit and Loss Adjustments during Year:		
Debits, ...	154.27	19,958.97
Surplus at close of year, ...		\$31,131.29

Gross Earnings from Operation.

Car Earnings:		
Passengers, ...	\$29,670.83	
Chartered cars, ...	87.00	
Freight, ...	157.95	
Mail, ...	62.89	
Express, ...	619.42	
		\$30,598.09
Miscellaneous Earnings:		
Advertising, ...		105.00
Total, ...		\$30,703.09

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway, ...	\$1,121.48	
Maintenance of electric line, ...	206.94	
Maintenance of buildings and fixtures, ...	52.70	
Total, ...		\$967.24
Equipment:		
Maintenance of cars, ...	\$1,090.51	
Maintenance of electric equipment of cars, ...	508.09	
Miscellaneous shop expenses, ...	152.00	
Total, ...		1,750.60

Operating Expenses.—Continued.**TRANSPORTATION.****Operation of power plant:**

Hired power, ...	3,514.06
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Operation of cars:

Wages of conductors, ...	\$2,361.84
Wages of motormen, ...	2,367.94
Wages of car house employees, ...	1,259.20
Car service supplies, ...	18.00
Miscellaneous car service expenses, ...	920.67
Cleaning and sanding track, ...	257.19
Removal of snow and ice, ...	187.76

Total, ...	7,372.60
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GENERAL.

Salaries of general officers, ...	\$1,824.94
Printing and stationery, ...	57.15
Miscellaneous office expenses, ...	245.15
Miscellaneous general expenses, ...	452.35
Damages, ...	30.80
Miscellaneous legal expenses, ...	365.00
Rent of land and buildings, ...	52.00
Insurance, ...	24.35

Total, ...	3,051.74
------------------	----------

Grand total, ...	\$16,656.24
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Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.
\$286,572.46	Construction and equipment, ...	\$286,572.46	.....
81,500.00	Other permanent investments as follows:		
	Reserve capital, ...	81,500.00	.....
3,478.20	Current assets as follows:		
.....	Cash, ...	8,841.26	\$5,368.06
3,602.71	Accounts receivable, ...	15.00	15.00
.....	Material and supplies, ...	4,510.25	907.54
	Prepaid Accounts, ...	464.55	464.55
\$275,148.87	Total, ...	\$281,903.52	\$6,755.15

Comparative General Balance Sheet.—Continued.

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$189,000.00	Capital Stock, common, ...	\$189,000.00	.....	.....
80,000.00	Funded debt, ...	80,000.00	.....	.....
	Current liabilities as follows:			
33,011.40	Loans and notes payable, ...	30,000.00	.....	\$3,011.40
2,092.73	Accounts payable, ...	1,772.23	.....	320.50
	Accrued liabilities as follows:			
931.00	Taxes accrued and not yet due, . . . . .	.....	.....	931.00
20,113.24	Surplus, ...	31,131.29	\$11,018.05	.....
\$275,143.37	Total, ...	\$281,908.52	\$11,018.05	\$4,262.90

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	99,554
Freight, mail, and express car mileage, ...	6,202
Total car mileage, ...	105,756
Passenger car hours, ...	8,204
Freight, mail, and express car hours, ...	642
Total car hours, ...	8,846
Fare passengers carried, ...	593,416
Total passengers carried, ...	593,416
Average fare, revenue passengers, ...	5.00
Average fare, all passengers (including transfer passengers), ...	5.00
Car earnings per car mile, ...	.2893
Miscellaneous earnings per car mile, ...	.0009
Gross earnings per car mile, ...	.2902
Car earnings per car hour, ...	3.458
Miscellaneous earnings per car hour, ...	0.012
Gross earnings per car hour, ...	3.470
Operating expenses per car mile, ...	.1574
Operating expenses and taxes per car mile, ...	.1714
Operating expenses per car hour, ...	1.882
Operating expenses and taxes per car hour, ...	2.049
Operating expenses per cent. of gross earnings, ...	54.24
Operating expenses and taxes per cent. of gross earnings, ...	59.03
Average number of employees, not including officials, during year, ...	27
Aggregate amount of wages paid employees, ...	\$7,680.39
Amount of salaries paid officials, ...	1,800.00

CROSSINGS, ETC.

	Number.
Steam railroad crossings over grade, ...	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Foote's Corner tickets, 2½ cents each, 40 tickets to a book; Park Street tickets, 3½ cents each, 40 tickets to a book.

Description of Road and Equipment

TRACK.

Track.	Owned.	Operated under trackage rights.	Total operated.
Length of road (first main track), ...	9.421	3 631	13.052
Length of second main track, . . . . .	.....	1.902	1.902
Total length of main track, ...	9.421	5.533	14.954
Length of sidings and turnouts, ...	0.337	.243	.580
Total computed as single track, ...	9.758	5.776	15.534

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (total miles of), 9.758.
Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam, 1¼ miles.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	4	2	6
Open passenger cars, ...	6		6
Total passenger cars, ...	10	2	12
Freight cars, ...	1	3	4
Express cars, ...	1	....	1
Work cars, ...	1	....	1
Snow plows, ...	1	....	1
Sweepers, ...	..	1	1
Total, ...	14	6	20

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	10	\$2.50
Motormen, ...	10	2.50
Watchmen, ...	10	2.00
Linemen, ...	10	2.75
Electricians, ...	10	2.75
Machinists and mechanics, ...	10	2.00 and 2.50

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN. } ss.

Personally appeared before me, Edward D. Robbins, President and Treasurer of the Farmington Street Railway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of his knowledge and belief.

Signed,

EDWARD D. ROBBINS,
President and Treasurer.

Sworn and subscribed to before me this 7th day of November, A. D. 1910.

JOSEPH T. KELLY,
Notary Public

GROTON & STONINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$600,000.00	
Capital stock outstanding, ...	600,000.00	
Bonds outstanding, ...	375,000.00	
Floating indebtedness, ...	33,579.40	
Total stock, bonds, and floating debt, ...	1,008,579.40	
Capital stock issued per mile of road owned, ...	30,372.05	
Bonds issued per mile of road owned, ...	18,982.53	
Cost of construction, ...	860,608.04	
Cost of equipment, ...	159,066.98	
Total cost of construction and equipment, ...	1,019,675.02	
Cost of construction and equipment per mile of road owned, ...	51,616.05	
Gross earnings from operation, ...	112,383.67	
Operating expenses, ...	56,361.51	
Net earnings, ...	56,022.16	
Gross income from all sources, ...	56,022.16	
Per cent. of operating expenses to gross earnings, ...		50.15
Gross earnings per mile operated, ...	5,688.87	
Operating expenses per mile operated, ...	2,853.02	
Net earnings per mile operated, ...	2,835.85	
Car earnings per car mile, ...	.2515	
Miscellaneous earnings per car mile, ...	.0013	
Gross earnings per car mile, ...	.2528	
Operating expenses per car mile, ...	.1268	
Net earnings per car mile, ...	.1260	
Car earnings per car hour, ...	3.1308	
Miscellaneous earnings per car hour, ...	.0163	
Gross earnings per car hour, ...	3.1471	
Operating expenses per car hour, ...	1.5783	
Net earnings per car hour, ...	1.5688	
Taxes paid state, ...	7,361.62	
Interest paid, ...	20,993.26	
Dividend paid, ...	24,000.00	
Total length of main track owned, ...		19.755
Total length of main track operated, ...		19.755
Total car mileage, ...		444,510
Total car hours, ...		35,710

Fare passengers carried, ...	2,171,334
Fare passengers per mile run (passenger), ...	5.17
Fare passengers per car hour (passenger), ...	65.54
Fare passengers per mile of main track operated, ...	109,913
*Average fare revenue passengers, ...	.0473
*Average fare all passengers (including transfer passengers), ...	.0466
Average number of employees during year, ...	40
Accidents: Injured, ...	24

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Length of sidings and turnouts.	Total computed as single track.
Ferry Landing, Groton, Conn.,	State Line, Pawcatuck, Conn.	19.755	19.755	.90	20.655

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company, Mystic, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 17, 1903, under Connecticut laws. Opened for traffic, December 19, 1904, from Groton to Mystic. Operations extended to Stonington, April 8, 1905, and to Pawcatuck, May 6, 1905.

Officers of the Company.

Name.	Title.	Official address.	
THOMAS HAMILTON,	President,	Groton,	Conn.
B. F. WILLIAMS,	Vice-President,	Mystic,	"
CHAS. D. NOYES,	Secretary,	Norwich,	"
COSTELLO LEPPITT,	Treasurer,	"	"
THOMAS W. RILEY,	General Manager,	Mystic,	"
CHAS. W. COMSTOCK,	General Counsel,	Norwich,	"

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the Ferry Co. for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of the Street Railway Co.

Directors of the Company.

Name.	Residence.
B. A. ARMSTRONG, ...	New London, Conn.
A. H. CHAPPELL, ...	" " "
THOMAS HAMILTON, ...	Groton, "
C. R. HANSCOM, ...	New London, "
C. W. COMSTOCK, ...	Norwich, "
C. D. NOYES, ...	" "
COSTELLO LIPPITT, ...	" "
B. F. WILLIAMS, ...	Mystic, "
EDWIN W. HIGGINS, ...	Norwich, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000	6	\$12,000
Common,	400,000.00	4,000	100.00	400,000	8	12,000
Total,	\$600,000.00	6,000	.....	600,000	..	\$24,000

Total number of stockholders, 220.

Total number of stockholders in this state, 199.

Amount of stock held in this state, \$585,300.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
1st Mtg. Gold.	July 1, 1904.	20	July 1, 1924.	\$375,000.00	\$375,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.755 miles

Capital stock outstanding, ... \$30,372.05

Funded debt outstanding, ... 18,982.53

Total, ... \$49,354.58

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization, ...	\$112,937.90			\$112,937.90
Engineering and superintendence, ...	128,571.17			128,571.17
Right of way, ...	20,710.97	\$3,979.40		24,690.37
Track and roadway construction, ...	442,719.22			442,719.22
Electric line construction, ...	55,019.93			55,019.93
Real estate used in operation of road, ...	11,558.73			11,558.73
Buildings and fixtures used in operation of road, ...	61,084.56			61,084.56
Interest and discount, ...	24,081.16			24,081.16
Total construction, ...	\$856,628.64	\$3,979.40		\$860,608.04
Power plant equipment, ...	\$53,884.27			\$53,884.27
Shop tools and machinery, ...	1,575.12			1,575.12
Cars, ...	44,849.07			44,849.07
Electric equipment of cars, ...	43,619.03			43,619.03
Miscellaneous equipment, ...	2,778.82			2,778.82
Miscellaneous, ...	12,860.67			12,860.67
Total equipment, ...	\$159,066.98			\$159,066.98
Grand total construction and equipment, ...	1,015,695.62			\$1,019,675.02
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...				\$51,616.05

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$112,383.67	
Operating expenses, ...	56,361.51	
Net earnings from operation, ...		\$56,022.16
Gross income less operating expenses, ...		\$56,022.16
Deductions from income:		
Taxes:		
On capital stock, ...	\$3,020.00	
On earnings (express), ...	311.62	
*Miscellaneous, ...	4,293.32	\$7,624.94
*Paid state as tax on funded and floating debt, ...		\$4,030.00
*Federal corporation tax, ...		263.32
		\$4,293.32

Income Account for Year ending June 30, 1910.—*Continued.*

Interest:

On funded debt, ...	\$18,750.00	
On floating debt, ...	2,243.26	20,993.26

Other deduction from income:

Thames Ferry Co., ...	3,885.89	
Sundry expense accounts, ...	2,115.00	34,619.09

Net income, ...		\$21,403.07
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Deductions from net income:

New fixtures and equipment, ...	\$841.09	
Dividends, 6% on \$200,000 preferred stock, ...	12,000.00	
Dividends, 3% on \$400,000 common stock, ...	12,000.00	24,841.09

Deficit for year, ...		\$3,438.02
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Surplus at beginning of year, ...	\$22,589.13	
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Profit or loss adjustments during year:

Credits, by profit and loss account, ...	9,375.00	31,964.13
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Surplus at close of year, ...		\$28,526.11
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Gross Earnings from Operations.

Car earnings:

Passengers, ...	\$96,732.07	
Chartered cars, ...	211.95	
Express, ...	9,003.03	
Tickets sold by Thames Ferry Co., ...	5,854.32	\$111,801.37

Miscellaneous earnings:

Advertising, ...	\$404.62	
Rent of land and buildings, ...	9.00	
Sale of junk, etc., ...	168.68	582.30
Total, ...		\$112,383.67

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, ...	\$4,163.96	
Maintenance of electric line, ...	450.60	
Maintenance of buildings and fixtures, ...	164.67	
Total, ...		\$4,779.23

Equipment:

Maintenance of steam plant, ...	\$372.64	
Maintenance of electric plant, ...	4.44	
Maintenance of cars, ...	3,845.65	
Maintenance of electric equipment of cars, ...	3,570.88	
Maintenance of miscellaneous equipment, ...	72.37	
Miscellaneous shop expenses, ...	438.10	

Total, ...		8,304.08
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Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$4,225.75
Fuel for power, ...	9,043.12
Water for power, ...	915.58
Lubricants and waste for power plant, ...	503.72
Miscellaneous supplies and expenses of power plant, ...	388.00

Total, ... 15,076.17

Operation of cars:

Superintendence of transportation, ...	\$1,450.00
Wages of conductors, ...	7,528.76
Wages of motormen, ...	7,581.09
Wages of miscellaneous car service employees, ...	887.06
Wages of car house employees, ...	1,833.65
Car service supplies, ...	767.08
Miscellaneous car service expenses, ...	281.37
Cleaning and sanding track, ...	332.06
Removal of snow and ice, ...	536.98

Total, ... 21,198.05

GENERAL.

Salaries of general officers, ...	\$2,365.97
Salaries of clerks, ...	812.05
Printing and stationery, ...	229.46
Miscellaneous office expenses, ...	286.48
Advertising and attractions, ...	219.51
Miscellaneous general expenses, ...	661.46
Damages, ...	899.12
Legal expenses in connection with damages, ...	6.50
Miscellaneous legal expenses, ...	319.00
Rent of land and buildings, ...	174.83
Insurance, ...	1,029.60

Total, ... 7,003.98

Grand total, ... \$56,361.51

Comparative General Balance Sheet.

Total June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$1,015,695.62	Construction and equip- ment, ...	\$1,019,675.02	\$3,979.40	.....
15,007.51	Current assets as follows:			
4,300.00	Cash, ...	11,355.49	.....	\$3,652.02
2,000.00	Bills receivable, ...	4,300.00	.....	.....
	Material and supplies, ...	2,000.00	.....	.....
	Profit and loss, ...	14,075.00	14,075.00	.....
\$1,037,008.18	Total, ...	\$1,051,405.51	\$18,054.40	\$3,652.02

Comparative General Balance Sheet.—Continued.

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$200,000.00	Capital stock, preferred,	\$200,000.00	.....	.....
400,000.00	Capital stock, common,	400,000.00	.....	.....
375,000.00	Funded debt,	375,000.00	.....	.....
	Current liabilities as fol-			
	lows:			
29,600.00	Loans and notes payable,	33,579.40	\$3,979.40	.....
349.00	Matured interest on			
	funded debt unpaid,	225.00	.....	\$124.00
90.00	Dividends unpaid,	.....	.....	90.00
	Accrued liabilities as fol-			
	lows:			
	Taxes accrued and not	4,700.00	4,700.00	.....
9,375.00	yet due,			
	Interest on funded debt	9,375.00	.....	.....
22,539.13	accrued and not yet due,	28,528.11	5,938.98	.....
	Surplus,			
\$1,037,008.13	Total,	\$1,051,405.51	\$14,616.38	\$214.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	419,950
Freight, mail, and express car mileage,	24,560
Total car mileage,	444,510
Passenger car hours,	33,125
Freight, mail, and express car hours,	2,585
Total car hours,	35,710
Fare passengers carried,	2,171,334
Complimentary and passes,	38,851
Total passengers carried,	2,208,185
*Average fare, revenue passengers,	.0473
*Average fare, all passengers (including transfer	
passengers),	.0466
Car earnings per car mile,	.2515
Miscellaneous earnings per car mile,	.0013
Gross earnings per car mile,	.2528
Car earnings per car hour,	3.1308
Miscellaneous earnings per car hour,	.0163
Gross earnings per car hour,	3.1471
Operating expenses per car mile,	.1268
Operating expenses and taxes per car mile,	.1439

*In computing "Average Fare Revenue Passengers" and "Average Fare All Passengers," the figures used for the dividend in the calculation in each case, included the cash received from the Thames Ferry Co. This amount is this company's proportion of cash received by the Ferry Co. for tickets sold by them. These tickets (or transfers) include a ferry fare and a ride to the first fare terminal of the Street Railway Co.

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Operating expenses per car hour, ...	1.5783
Operating expenses and taxes per car hour, ...	1.7918
Operating expenses per cent. of gross earnings, ...	50.15
Operating expenses and taxes per cent. of gross earnings, ...	56.93
Average number of employees, not including officials, during year, ...	40
Aggregate amount of wages paid employees, ...	\$28,596.11
Amount of salaries paid officials, ...	3,815.97

CROSSINGS, ETC.

Steam railroad crossings over grade, ...	3
Steam railroad crossings under grade, ...	1

Commutation or other form of tickets at reduced rates: 50 ride school tickets sold at three cents per fare, good from 7 a. m. to 5 p. m. Special rate tickets sold at forty rides for \$1.50, good only between certain points.

Description of Road and Equipment.**TRACK.**

	Owued.	Total operated.
Length of road (first main track), ...	19.755	19.755
Length of sidings and turnouts, ...	.900	.900
Total computed as single track, ...	20.655	20.655

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lbs.	41.81	41.81
Girder Groove, . . . . .	.....	.258	.258
Total miles of, . . . . .	.....	41.568	41.568

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block, ...	.0965
Vitrified brick, ...	.0132
Total miles, ...	.1097

Description of Road and Equipment.— *Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	8	.....	8
Open passenger cars, ...	8	2	10
Total passenger cars, ...	16	2	18
Express cars, ...	1	.....	1
Work cars, ...	1	.....	1
Miscellaneous, . . . . .	.....	1	1
Total, ...	18	3	21

EMPLOYEES.

	Average number of hrs. on duty per day.	Wages per day.
Conductors, ...	10	\$2.10
Motormen, ...	10	2.10
Watchmen, ...	12	2.10
Roadmen, ...	10	1.50
Engineers, ...	12	2.75
Firemen, ...	12	2.00
Electricians, ...	10	3.09
Machinists and mechanics, ...	10	2.10

List of All Accidents During Year Ended June 30, 1910.

Passengers, injured from causes beyond their own control, . . .	1
Other persons, injured from causes beyond their own control, . .	2
Passengers, injured from their own misconduct or carelessness, . .	17
Other persons, injured from their own misconduct or carelessness, .	4
Total, ...	24
Amount paid for injuries and damages caused by accidents:	
Paid by the company, ...	\$399.12

Description of Accidents.

- July 2, 1909. Man stepped from moving car; no injuries.
 July 5, 1909. Man jumped from moving car; no injuries.
 July 9, 1909. Woman jumped from running car; no injuries.
 July 20, 1909. Team struck; no injuries.
 July 25, 1909. Man jumped from running car; no injuries.
 August 2, 1909. Man stepped from moving car; no injuries.
 August 8, 1909. Intoxicated man left car and tried to board same after it had started; cut face.

August 22, 1909. Man stepped backward off running board; slight injuries.

Sept. 4, 1909. Woman stepped from car after it had started; no injuries.

Sept. 9, 1909. Woman stepped from running board before car stopped; no injuries.

Sept. 11, 1909. Man fell from moving car; slight injury.

Sept. 17, 1909. Woman stepped from running car; no injuries.

Sept. 19, 1909. Woman thrown from running board; injured hip.

Oct. 2, 1909. Woman stepped off car before it stopped; slight injury.

Nov. 13, 1909. Intoxicated man fell from car; no injuries.

Feb. 11, 1910. Man fell trying to board running car.

March 14, 1910. Car struck team, throwing out two men, one of whom sustained slight injuries about the head.

April 30, 1910. Intoxicated man fell from car; injured about the head.

April 30, 1910. Intoxicated man fell from car; very slight injury.

May 5, 1910. Intoxicated man tried to board moving car; no injury.

May 22, 1910. Automobile struck, throwing out three occupants, one of whom sustained very slight injuries.

June 5, 1910. Man fell from running board, injuring knee and bruising face.

June 6, 1910. Intoxicated man jumped from car, sustaining scalp wound.

June 18, 1910. Man jumped from running board; leg bruised.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton and Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

COSTELLO LIPPITT,

Treasurer.

Sworn and subscribed to before me, this seventh day of September, A. D. 1910.

GUY B. DOLBEARE,

Notary Public.

HARTFORD & SPRINGFIELD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$1,000,000.00	
Capital stock outstanding, ...	785,000.00	
Bonds outstanding, ...	961,000.00	
Floating indebtedness, ...	34,000.00	
Total stock, bonds, and floating debt, ...	1,780,000.00	
Capital stock issued per mile of road owned, ...	17,463.84	
Bonds issued per mile of road owned, ...	21,379.31	
Cost of construction, ...	1,305,563.73	
Cost of equipment, ...	476,969.86	
Total cost of construction and equipment, ...	1,782,533.59	
Cost of construction and equipment per mile of road owned, ...	39,655.92	
Gross earnings from operation, ...	200,814.70	
Operating expenses, ...	126,862.71	
Net earnings, ...	73,951.99	
Gross income from all sources, ...	73,951.99	
Per cent. of operating expenses to gross earnings, ...		63.17
Gross earnings per mile operated, ...	4,467.51	
Operating expenses per mile operated, ...	2,822.31	
Net earnings per mile operated, ...	1,645.20	
Car earnings per car mile, ...	.24033	
Miscellaneous earnings per car mile, ...	.00076	
Gross earnings per car mile, ...	.24109	
Operating expenses per car mile, ...	.14681	
Net earnings per car mile, ...	.09428	
Car earnings per car hour, ...	3.06052	
Miscellaneous earnings per car hour, ...	.00966	
Gross earnings per car hour, ...	3.07018	
Operating expenses per car hour, ...	1.93955	
Net earnings per car hour, ...	1.13063	
Taxes paid state, ...	11,530.50	
Interest paid, ...	49,424.13	
Dividend paid, ...	2,850.00	
Total length of main track owned, ...		44.950
Total length of main track operated, ...		44.950
Total car mileage, ...		832,930
Total car hours, ...		65,408
Fare passengers carried, ...		3,434,156

Fare passengers per mile run (passenger), . . .	4.23488
Fare passengers per car hour (passenger), . . .	57.7091
Fare passengers per mile of main track operated, .	76,399
Average fare revenue passengers, ...	.0571
Average fare all passengers (including transfer passengers), ...	.0546
Average number of employees during year, . . .	101
Accidents: Killed, ...	2
Injured, ...	4

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total com- puted as single track.
East Windsor Hill	State Line.	18.000	2.828	15.828
Windsor	Suffield.	9.700	.056	9.756
Enfield Street	Somers.	7.800	.057	7.857
Warehouse Point	Union Street, Rockville,	14.450	.214	14.664
Total, . . . . .	.....	44.950	3.150	48.100

Corporate Name and Address of Company.

Hartford and Springfield Street Railway Co., Treasurer's office, 53 State St., Boston, Mass.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized February 11, 1895, under Connecticut laws, as the Enfield and Longmeadow Electric Railway Co.

On April 1, 1904, purchased all the rights, property and franchises of the Somers and Enfield Electric Railway Co.

On September 1, 1904, purchased all the rights, property, and franchises of the Windsor Locks Traction Co.

On July 20, 1906, purchased all the rights, property, and franchises of the Rockville, Broad Brook and East Windsor Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM A. TUCKER,	President,	Boston, Mass.
THOS. C. PERKINS,	1st Vice-President,	Hartford, Conn.
ARTHUR PERKINS,	Secretary,	" "
CHAUNCEY ELDREDGE,	Treasurer,	Boston, Mass.
H. S. NEWTON,	General Manager,	Warehouse Pt., Conn.

Directors of the Company.

Name.	Residence
WM. A. TUCKER, ...	Boston, Mass.
CHAUNCEY ELDRIDGE, ...	" "
THOS. C. PERKINS, ...	Hartford, Conn.
FRANCIS R. COOLEY, ...	" "
EARL D. CHURCH, ...	" "
NORMAND F. ALLEN, ...	" "
HAROLD STEVENS, ...	" "
CHAS. A. THOMPSON, ...	Ellington, "
FREDERIC HARRIS, ...	Springfield, Mass.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Tuesday in July.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total per value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Amount.	Rate.
Preferred, }	\$1,000,000.00	2,850	\$100.00	\$285,000.00	\$2,850.00	1
Common, }		5,000	100.00	500,000.00		
Total,	\$1,000,000.00	7,850	.....	\$785,000.00	\$2,850.00	

Total number of stockholders, 332.

Total number of stockholders in this state, 212.

Amount of stock held in this state, \$154,400.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1901	20	July 1, 1921	\$600,000.00	\$600,000.00
Windsor Locks Traction Co., 1st Mtge.,	July 1, 1904	20	July 1, 1924	300,000.00	161,000.00
Rockville, Broad Brook & East Windsor St. Ry. Co., 1st Mtge., .	April 1, 1906	20	April 1, 1926	300,000.00	200,000.00
Total, . . .	.....	.....	.....	\$1,200,000.00	\$961,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$80,000.00
5 per cent.	January and July.	8,050.00
5 per cent.	April and October.	10,000.00
Total,		\$48,050.00

Per mile of single track owned exclusive of sidings and turnouts, 44.950 miles.

Capital stock outstanding, ... \$17,463.84

Funded debt outstanding, ... 21,379.31

Total, ... **\$38,843.15**

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Track and roadway construction, ...	\$1,042,181.46	\$1,417.01		\$1,043,548.47
Electric line construction, ...	202,419.21			202,419.21
Real estate used in operation of road, ...	45,772.44	122.42		45,894.86
Buildings and fixtures used in operation of road, ...	10,701.19			10,701.19
Investment real estate, ...	8,000.00			8,000.00
Interest and discount, ...				
Total construction, ...	\$1,304,024.30	\$1,539.43		\$1,305,563.73
Power plant equipment, ...	\$178,518.28			\$178,518.28
Shop tools and machinery, ...	592.61			592.61
Cars, ...	295,578.56			295,578.56
Electric equipment of cars, ...	1,075.41			1,075.41
Miscellaneous equipment, ...	1,210.00			1,210.00
Interest and discount, ...				
Total equipment, ...	\$476,969.86			\$476,969.86
Grand total construction and equipment, ...	\$1,780,994.16	\$1,539.43		\$1,782,533.59
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...				\$39,655.92

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$200,814.70		
Operating expenses, ...	126,862.71		
Net earnings from operation, ...			\$73,951.99
Gross income less operating expenses, ...			\$73,951.99
Deductions from income:			
Taxes:			
On real and personal property, ...	\$79.50		
On capital stock, ...	11,530.50		
*Miscellaneous, ...	690.00	\$12,300.00	
Interest:			
On funded debt, ...	\$48,049.97		
On floating debt, ...	1,374.16	49,424.13	61,724.13
Net income, ...			\$12,227.86
Deductions from net income:			
Dividends: 1% on \$285,000 preferred stock, ...			2,850.00
Surplus for year, ...			9,377.86
Surplus at beginning of year, ...	\$3,200.83		
Profit or loss adjustments during year:			
Credits: Adjustment stock account, ...		483.14	3,683.97
Surplus at close of year, ...			\$13,061.83

Gross Earnings from Operations.

Car earnings:			
Passengers, ...	\$196,307.51		
Freight, \$3,884.58; less expense, \$727.79, ...	3,156.79		
Mail, ...	718.77		
			\$200,183.07
Miscellaneous earnings:			
Advertising, ...	\$417.04		
Rent of land and buildings, ...	12.00		
Sale of power, ...	95.15		
Rent of poles, ...	101.48		
Com. on toll station, ...	5.96		
			631.63
Total, ...			\$200,814.70

*Sprinkling tax, \$50.00.
Over accrual, 640.00.

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadways, . . .	\$7,558.43	
Maintenance of electric line, . . .	2,714.43	
Maintenance of buildings and fixtures, . . .	726.76	
Total, . . .		\$10,999.62

Equipment:

Maintenance of steam plant, . . .	\$2,089.97	
Maintenance of electric plant, . . .	315.52	
Maintenance of cars, . . .	9,201.73	
Maintenance of electric equipment of cars, . . .	6,826.35	
Maintenance of miscellaneous equipment, . . .	538.33	
Miscellaneous shop expenses, . . .	2,068.10	
Total, . . .		21,040.00

TRANSPORTATION.

Operation of power plant:

Power plant wages, . . .	\$5,615.86	
Fuel for power, . . .	23,349.69	
Water for power, . . .	19.91	
Lubricants and waste for power plant, . . .	678.88	
Miscellaneous supplies and expenses of power plant, . . .	67.59	
Total, . . .		\$29,731.93

Operation of cars:

Superintendence of transportation, . . .	\$967.52	
Wages of conductors, . . .	14,729.40	
Wages of motormen, . . .	14,973.32	
Wages of miscellaneous car service employees, . . .	2,112.12	
Wages of car house employees, . . .	3,597.27	
Car service supplies, . . .	1,050.36	
Miscellaneous car service expenses, . . .	628.70	
Cleaning and sanding track, . . .	1,258.74	
Removal of snow and ice, . . .	839.53	
Total, . . .		40,156.96

GENERAL.

Salaries of general officers, . . .	\$3,999.96	
Salaries of clerks, . . .	2,131.49	
Printing and stationery, . . .	201.25	
Miscellaneous office expenses, . . .	1,575.62	
Advertising and attractions, . . .	5,848.67	
Miscellaneous general expenses, . . .	1,628.19	
Damages, . . .	182.71	
Miscellaneous legal expenses, . . .	259.28	
Rent of land and buildings, . . .	15.00	
Rent of tracks and terminals, . . .	629.50	
Insurance: Fire, \$2,904.33; accident, \$5,558.20, . . .	8,462.53	
Total, . . .		24,934.20
Grand total, . . .		\$126,862.71

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$1,780,994.16	Construction and equip- ment,	\$1,782,533.59	\$1,539.43	
11,040.24	Other permanent invest- ments as follows:			
	Stocks and bonds of other companies,	11,040.24		
8,370.44	Current assets, as follows:			
2,741.21	Cash,	2,441.83		\$928.61
8,967.26	Bills receivable,	8,400.69	659.48	
1,952.52	Material and supplies,	7,045.29		1,921.97
	Prepaid accounts,	1,595.45		357.07
\$1,809,065.88	Total,	\$1,808,057.09	\$ 2,198.91	\$3,207.65

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$385,000.00	Capital stock, preferred,	\$385,000.00	.....	.....
500,000.00	Capital stock, common,	500,000.00	.....	.....
961,000.00	Funded debt,	961,000.00	.....	.....
	Current liabilities as fol- lows:			
46,000.00	Loans and notes pay- able,	84,000.00	.....	\$13,000.00
2,993.83	Accounts payable,	3,484.11	\$490.29	.....
	Accrued liabilities as fol- lows:			
8,371.16	Taxes accrued and not yet due,	9,011.16	640.00	.....
2,500.02	Interest on funded debt accrued and not yet due,	2,499.99	.....	.03
3,300.88	Surplus,	13,061.33	9,861.00	.....
\$1,809,065.88	Total,	\$1,808,057.09	\$10,991.29	\$12,000.03

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	810,921
Freight, mail, and express car mileage,	22,009
Total car mileage,	832,930
Passenger car hours,	59,508
Freight, mail, and express car hours,	5,900
Total car hours,	65,408
Fare passengers carried,	3,434,156
Transfer passengers carried,	159,243
Total passengers carried,	3,593,399

Mileage, Traffic, and Miscellaneous Statistics—*Continued.*

Average fare, revenue passengers, ...	.0571
Average fare, all passengers (including transfer passengers), ...	.0546
Car earnings per car mile, ...	.24033
Miscellaneous earnings per car mile, ...	.00076
Gross earnings per car mile, ...	.24109
Car earnings per car hour, ...	3.06052
Miscellaneous earnings per car hour, ...	.00966
Gross earnings per car hour, ...	3.07018
Operating expenses per car mile, ...	.14681
Operating expenses and taxes per car mile, ...	.16157
Operating expenses per car hour, ...	1.93955
Operating expenses and taxes per car hour, ...	2.1123
Operating expenses per cent. of gross earnings, ...	63.17
Operating expenses and taxes per cent. of gross earnings, ...	69.29
Average number of employees, not including officials, during year, ...	101
Aggregate amount of wages paid employees, ...	\$67,487.77
Amount of salaries paid officials, ...	3,999.96

CROSSINGS, ETC.

Steam railroad crossings over grade, ...	3
Steam railroad crossings under grade, ...	2

Commutation or other form of tickets at reduced rates: Books of fifty-two tickets each are sold for \$2.60, good only during the month in which they are issued.

Description of Road and Equipment.

TRACK.

	Owued.	Operated.
Length of road (first main track), ...	44.950	44.950
Length of sidings and turnouts, ...	3.150	3.150
Total computed as single track, ...	48.100	48.100

*In order to arrive at correct results in computing the operating expense per car mile, it is necessary to take into consideration the fact that the cars of this company operated, during the period covered by this report, 261,420 miles over the tracks of the Hartford lines of the Connecticut Company in excess of the mileage reported, viz., 832,930. The accounts affected are 6, 7, 9, and 21, which amount to \$19,146.54. Dividing this figure by the combined mileage, viz., 1,094,350, shows the actual cost of maintenance of cars and equipment per mile as \$0.01749. Deducting this amount, viz., \$19,146.54, from the total cost of operation, \$126,862.71, leaves a balance of \$107,716.17 to be divided by the actual number of car miles operated over the tracks of the Hartford and Springfield Street Railway Company, viz., 832,930, showing a cost per car mile of .12932, and the sum of these two items gives the gross operating expenses per car mile as .14681, as shown in the report.

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	56, 60, 70	48.100	48.100

Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam, ...	Miles. 2.330
--------------------	------------------------

CARS, ETC.

	With electric equip-ment.	Without electric equip-ment.	Total number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Open passenger cars, ...	25	.....	25
Total passenger cars, ...	42	.....	42
Express cars, ...	2	.....	2
Work cars, ...	3	.....	3
Snow plows, ...	3	.....	3
Total, ...	50	.....	50

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	9.5	\$2.00 to \$2.28
Motormen, ...	9.5	2.00 to 2.28
Starters, ...	10	2.50
Watchmen, ...	12	2.25
Switchmen, ...	10	1.50
Roadmen, ...	10	1.50
Linemen, ...	10	2.00 to 3.30
Engineers, ...	12	2.25 to 4.00
Firemen, ...	12	2.25
Electricians, ...	10	3.00
Machinists and mechanics, ...	10	2.00 to 4.00

List of All Accidents During Year ended June 30, 1910.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Passengers, ...		3		3
Other persons, ...	2	1	2	1
Total, ...	2	4	2	4

Description of Accidents.

July 13, 1909. Man struck by car and injured internally, dying later as result.

Sept. 25, 1909. Intoxicated man jumped from moving car and was slightly injured about head.

Nov. 21, 1909. Intoxicated man jumped from moving car and cut about the face.

April 27, 1910. Intoxicated man, lying beside track, struck by car and skull fractured; died later.

May 23, 1910. Man fell in car and struck head against seat; slightly cut.

June 21, 1910. Milk cart struck by car and driver cut about the face.

Oath.

COMMONWEALTH OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK, }

Personally appeared before me, Wm. A. Tucker, President, and Chauncey Eldridge, Treasurer, of the Hartford and Springfield Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

WM. A. TUCKER,

President.

CHAUNCEY ELDRIDGE,

Treasurer.

Sworn and subscribed to before me, this twenty-sixth day of September, A. D. 1910.

DAN'L K. SNOW,

Notary Public.

NEW LONDON & EAST LYME STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$225,000.00	
Capital stock outstanding, ...	150,000.00	
Bonds outstanding, ...	200,000.00	
Floating indebtedness, ...	143,187.27	
Total stock, bonds, and floating debt, ...	493,187.27	
Capital stock issued per mile of road owned, ...	13,636.36	
Bonds issued per mile of road owned, ...	18,181.82	
Cost of construction, ...	381,028.42	
Cost of equipment, ...	97,716.06	
Total cost of construction and equipment, ...	478,744.48	
Cost of construction and equipment per mile of road owned, ...	43,522.23	
Gross earnings from operation, ...	45,195.50	
Operating expenses, ...	36,986.81	
Net earnings, ...	8,208.69	
Gross income from all sources, ...	8,208.69	
Per cent. of operating expenses to gross earnings, ...		81.81
Gross earnings per mile operated, ...	4,108.68	
Operating expenses per mile operated, ...	3,362.44	
Net earnings per mile operated, ...	746.24	
Car earnings per car mile, ...	.246	
Miscellaneous earnings per car mile, ...	.002	
Gross earnings per car mile, ...	.248	
Operating expenses per car mile, ...	.203	
Net earnings per car mile, ...	.045	
Car earnings per car hour, ...	2.867	
Miscellaneous earnings per car hour, ...	.0024	
Gross earnings per car hour, ...	2.891	
Operating expenses per car hour, ...	2.366	
Net earnings per car hour, ...	.525	
Taxes paid state, ...	2,730.82	
Interest paid, ...	13,777.60	
Total length of main track owned, ...		11.000
Total length of main track operated, ...		11.000
Total car mileage, ...		181,643
Total car hours, ...		15,632
Fare passengers carried, ...		891,313
Fare passengers per mile run (passenger), ...		.5576

Fare passengers per car hour (passenger), . . .	6.480
Fare passengers per mile of main track operated, .	81,028
Average fare revenue passengers, ...	4.742
Average number of employees during year, . . .	18

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New London, Ct.	Niantic, Ct.	11.000	11.000	.1882	11.1882

Corporate Name and Address of Company.

The New London and East Lyme Street Railway Co., New London, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Chartered as The East Lyme Street Railway Co., 1899. In 1901 time for organization extended to May 17, 1903. Organized February 7, 1903. By amendment to charter in 1903, the time allowed for construction was extended to July 1, 1907. Construction began March, 1905. Part of road opened October 7, 1905. Completed December 7, 1905. Name changed December, 1904, by decree of Superior Court for New London County to the New London and East Lyme Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
THOMAS HAMILTON,	President,	New London, Conn.
WALTER R. DENNISON,	Vice-President,	" " "
FRED'K P. LATIMER,	Secretary,	" " "
S. W. C. JONES,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
THOMAS HAMILTON, ...	New London, Conn.
WALTER R. DENNISON, ...	" " "
J. R. LINDSLEY, ...	" " "
FRED'K P. LATIMER, ...	" " "
CHAS. KLINCK, ...	" " "
PHILIP C. DUNFORD, ...	" " "
SELDON B. MANWARING, ...	Waterford, Conn.
CHAPMAN H. HYAMS, JR., ...	New Orleans, La.
S. W. C. JONES, ...	Greenwich, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Tuesday in August.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$70,000	700	\$100	\$70,000
Common, . . .	155,000	800	100	80,000
Total, . . .	\$225,000	.....	.....	\$150,000

Total number of stockholders, 54.

Total number of stockholders in this state, 46.

Amount of stock held in this state, \$135,900.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
Coupon bonds, .	Apr. 1, 1905	30	1935	\$200,000	\$200,000

*** INTEREST.**

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$10,000

Per mile of single track owned exclusive of sidings and turnouts, 11.000 miles

Capital stock outstanding, ... \$13,636.36

Funded debt outstanding, ... 18,181.82

Total, ... \$31,818.18

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization, ...	\$27,281.75	.....	\$27,281.75
Engineering and superintendence, ...	7,070.52	.....	7,070.52
Right of way, ...	800.00	.....	800.00
Track and roadway construction, ...	211,802.01	.....	211,802.01
Electric line construction, ...	65,115.86	.....	65,115.86
Real estate used in operation of road, ...	375.00	.....	375.00
Buildings and fixtures used in operation of road, ...	20,918.21	.....	20,918.21
Investment real estate, ...	7,511.94	.....	7,511.94
Interest and discount, ...	81,566.05	.....	81,566.05
Miscellaneous, ...	9,187.08	.....	9,187.08
Total construction, ...	\$381,028.42	.....	\$381,028.42
Power plant equipment, ...	\$19,718.50	.....	\$19,718.50
Shop tools and machinery, ...	49.65	.....	49.65
Cars, ...	70,908.18	.....	70,908.18
Electric equipment of cars, ...	8,878.79	.....	8,878.79
Miscellaneous equipment, ...	1,856.08	.....	1,856.08
Interest and discount, ...	1,672.88	.....	1,672.88
Miscellaneous, ...	187.08	.....	187.08
Total equipment, ...	\$97,716.06	.....	\$97,716.06
Grand total construction and equipment, ...	\$478,744.48	.....	\$478,744.48

Cost of construction and equipment per mile of road owned exclu-
sive of sidings and turnouts, ... \$43,522.23

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$45,195.50	
Operating expenses, ...	36,986.81	
Net earnings from operation, ...		\$8,208.69
Gross income less operating expenses, ...		\$8,208.69
Deductions from income:		
Taxes:		
On real and personal property, ...	\$52.00	
On capital stock, ...	2,678.82	\$2,730.82

Income Account for Year ending June 30, 1910 — Continued.**Interest:**

On funded debt, ...	\$10,000.00		
On real estate mortgages, ...	75.00		
On floating debt, ...	3,702.80	13,777.60	16,508.42
Deficit, ...			\$8,299.73
Deficit for year, ...			\$8,299.73
Deficit at beginning of year, ...			17,177.46
Deficit at close of year, ...			\$25,477.19

Gross Earnings from Operation.**Car earnings:**

Passengers, ...	\$42,267.45	
Freight, ...	2,345.53	
Mail, ...	199.96	
		\$44,812.94

Miscellaneous earnings:

Advertising, ...	\$315.92	
Other miscellaneous earnings, ...	66.64	382.56
		\$45,195.50

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway, ...	\$1,305.55	
Maintenance of electric line, ...	113.02	
Maintenance of buildings and fixtures, ...	20.74	
Total, ...		\$1,439.31

Equipment:

Maintenance of electric plant, ...	\$3.64	
Maintenance of cars, ...	1,154.98	
Maintenance of electric equipment of cars, ...	324.57	
Maintenance of miscellaneous equipment, ...	16.00	
Miscellaneous shop expenses, ...	7.78	
Total, ...		1,506.97

TRANSPORTATION.**Operation of power plant:**

Power plant wages, ...	\$818.12	
Lubricants and waste for power plant, ...	3.75	
Miscellaneous supplies and expenses of power plant, ...	55.27	
Hired power, ...	13,141.91	
Total, ...		14,019.05

Operating Expenses.—Continued.**Operation of cars:**

Superintendence of transportation, . . .	\$1,300.00
Wages of conductors, ...	3,293.12
Wages of motormen, ...	3,156.58
Wages of car house employees, ...	901.61
Car service supplies, ...	82.99
Miscellaneous car service expenses, ...	438.18
Cleaning and sanding track, ...	395.13
Removal of snow and ice, ...	29.13
Total, ...	9,596.74

GENERAL.

Salaries of clerks, ...	\$776.00
Printing and stationery, ...	86.39
Miscellaneous office expenses, ...	223.00
Advertising and attractions, ...	2,502.66
Miscellaneous general expenses, ...	526.96
Damages, ...	257.53
Rent of land and buildings, ...	250.00
Rent of tracks and terminals, ...	5,797.20
Total, ...	10,424.74
Grand total, ...	\$36,986.81

Comparative General Balance Sheet.

Total, June 30, 1909.	Assets.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$478,744.48	Construction and equipment,	\$478,744.48	.....	.....
	Current assets, as follows:			
95.52	Cash, ...	1,712.54	\$1,617.02	.....
875.00	Accounts receivable, ...	875.00	.....	.....
17,177.46	Deficit, ...	25,477.19	8,299.73	.....
\$496,893.46	Total, ...	\$506,809.21	\$9,916.75	.....

Comparative General Balance Sheet — *Continued.*

Total, June 30, 1909.	Liabilities.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
\$70,000.00	Capital stock, preferred, ...	\$70,000.00	.....	.....
80,000.00	Capital stock, common, ...	80,000.00	.....	.....
200,000.00	Funded debt, ...	200,000.00	.....	.....
1,500.00	Real estate mortgages, ...	1,500.00	.....	.....
	Current liabilities, as follows :			
140,909.91	Loans and notes payable, ...	148,187.27	\$2,277.86	.....
1,482.55	Accounts payable, ...	9,121.94	7,639.39	.....
	Accrued liabilities as follows :			
2,500.00	Interest on funded debt ac- crued and not yet due, ...	2,500.00	.....	.....
\$496,892.46	Total, ...	\$506,809.21	\$9,916.75	.....

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	159,821
Freight and express car mileage, ...	21,822
Total car mileage, ...	181,643
Passenger car hours, ...	13,754
Freight, mail, and express car hours, ...	1,878
Total car hours, ...	15,632
Fare passengers carried, ...	891,313
Total passengers carried, ...	891,313
Average fare, revenue passengers, ...	4.742
Car earnings per car mile, ...	.246
Miscellaneous earnings per car mile, ...	.002
Gross earnings per car mile, ...	.248
Car earnings per car hour, ...	2.867
Miscellaneous earnings per car hour, ...	.0024
Gross earnings per car hour, ...	2.891
Operating expenses per car mile, ...	.203
Operating expenses and taxes per car mile, ...	.218
Operating expenses per car hour, ...	2.366
Operating expenses and taxes per car hour, ...	2.540
Operating expenses per cent. of gross earnings, ...	81.81
Operating expenses and taxes per cent. of gross earnings, ...	87.88
Average number of employees, not including officials, during year, ...	18
Aggregate amount of wages paid employees, ...	10,552.18

Commutation or other forms of tickets at reduced rates: Round trip ticket from Niantic to New London, 30 cents; round trip ticket from Flanders to New London, 25 cents; school ticket, three cents each, in book form, 25 tickets for 75 cents.

Description of Road and Equipment.

TRACK.

	Owued.	Total operated.
Length of road (first main track), . .	11.000	11.000
Total length of main track, . . .	11.000	11.000
Length of sidings and turnouts, . .	.1882	.1882
Total computed as single track, .	11.1882	11.1882

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (miles of), 11.1882.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	4	.....	4
Open passenger cars, ...	5	.....	5
Total passenger cars, ...	9	.....	9
Combination cars, ...	1	.....	1
Work cars, . . . . .	.....	1	1
Snow plows, . . . . .	.....	1	1
Total, ...	10	2	12

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	8½	\$1.90
Motormen, ...	8½	1.90
Watchmen, ...	12	2.25
Roadmen, ...	9	1.75
Electricians, ...	12	2.25
Machinists and mechanics, ...	10	2.25

Description of Accidents.

August 17, 1909, at Chapel's Corner, struck tea wagon and demolished it and broke horse's leg, which had to be killed; no person hurt.

On January 12, 1910, at Clark's Lane, hit milk wagon, broke crossbar and bent rear axle; no person hurt.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, Thomas Hamilton, President, and S. W. C. Jones, Treasurer, of the New London and East Lyme Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

S. W. C. JONES,

Treasurer.

Sworn and subscribed to before me, this tenth day of September, A. D. 1910.

EDMUND CONDON,

Notary Public.

NORWICH & WESTERLY RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$700,000.00	
Capital stock outstanding, ...	618,200.00	
Bonds outstanding, ...	750,000.00	
Floating indebtedness, ...	257,246.93	
Total stock, bonds, and floating debt, ...	1,625,446.93	
Capital stock issued per mile of road owned, ...	28,620.37	
Bonds issued per mile of road owned, ...	34,722.22	
Cost of construction, ...	995,454.64	
Cost of equipment, ...	314,247.69	
Total cost of construction and equipment, ...	1,309,702.33	
Cost of construction and equipment per mile of road owned, ...	60,634.36	
Gross earnings from operation, ...	80,660.39	
Operating expenses, ...	59,145.99	
Net earnings, ...	21,514.40	
Gross income from all sources, ...	21,514.40	
Per cent. of operating expenses to gross earnings, ...		73.33
Gross earnings per mile operated, ...	3,159.44	
Operating expenses per mile operated, ...	2,316.73	
Net earnings per mile operated, ...	842.71	
Car earnings per car mile, ...	.2407	
Miscellaneous earnings per car mile, ...	.0009	
Gross earnings per car mile, ...	.2416	
Operating expenses per car mile, ...	.1772	
Net earnings per car mile, ...	.0644	
Car earnings per car hour, ...	2.973	
Miscellaneous earnings per car hour, ...	0.011	
Gross earnings per car hour, ...	2.984	
Operating expenses per car hour, ...	2.188	
Net earnings per car hour, ...	0.796	
Taxes paid state, ...	2,510.92	
Interest accrued, ...	37,500.00	
Total length of main track owned, ...		21.600
Total length of main track operated, ...		25.530
Total car mileage, ...		333,893
Total car hours, ...		27,029
Fare passengers carried, ...		1,382,105
Fare passengers per mile run (passenger), ...		4.338
Fare passengers per car hour (passenger), ...		58.40

Fare passengers per mile of main track operated, .	54,137
Average fare revenue passengers, ...	.0499
Average fare all passengers (including transfer passengers), ...	.0499
Average number of employees during year, . .	35
Accidents: Killed, ...	1
Injured, ...	2

Description of Lines.

From—	To—	Length of road (first main track).	Total length of main track.	Length of siding s and turnouts.	Total computed as single track.
Norwich, Conn..	Westerly, R. I.,	21.600	21.600	2.740	24.340
Westerly, R. I.,	Ashaway, R. I.,	3.930	3.930	.242	4.172

Corporate Name and Address of Company.

Norwich and Westerly Railway Co., Poquetanuck, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized October 30, 1903.

Organized under laws of State of Connecticut.

Frank B. Brandegge appointed receiver, September 14, 1909.

Officers of the Company.

Name.	Title.	Official Address.
A. E. LOCKE,	President,	Poquetanuck, Conn.
C. D. NOYES,	Secretary,	Norwich, "
H. P. PHELPS,	Treasurer,	Poquetanuck, "
H. P. PHELPS,	Auditor,	" "
C. W. COMSTOCK,	General Counsel,	Norwich, "
J. T. COUSINS,	Superintendent,	Poquetanuck, "

Directors of the Company.

Name.	Residence.
H. H. GALLUP, ...	Norwich, Conn.
C. W. COMSTOCK, ...	" "
C. D. NOYES, ...	" "
R. W. PERKINS, ...	" "
F. S. JEBOME, ...	" "
JOSEPH HALL, ...	" "
A. E. LOCKE, ...	Lexington, Mass.
L. W. ARNOLD, ...	Westerly, R. I.
WM. SEGAR, ...	" "
S. W. C. JONES, ...	New York City.
F. DE C. SULLIVAN, ...	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in August.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Preferred, . . .	\$250,000.00	1,682	\$100.00	\$168,200.00
Common, . . .	450,000.00	4,500	\$100.00	450,000.00
Total, . . .	\$700,000.00	6,182		\$618,200.00

Total number of stockholders, 126.

Total number of stockholders in this state, 110.

Amount of stock held in this state, \$152,000.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mtg. Bds.,	Mar. 1.	30	March, 1936	\$750,000.00	\$750,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	March and September.	\$37,500.00

Per mile of single track owned exclusive of sidings and turnouts, 21.600 miles

Capital stock outstanding; \$28,620.37

Funded debt outstanding, ... 34,722.22

Total, ... \$63,342.59

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Deductions during year.	Total cost to June 30, 1910.
Organization,	\$74,878.10			\$74,878.10
Engineering and superin- tendence,	20,060.91			20,060.91
Right of way,	85,260.07			85,260.07
Track and roadway construc- tion,	559,205.86			559,205.86
Electric line construction,	178,115.00			178,115.00
Real estate used in opera- tion of road,	750.00			750.00
Buildings and fixtures used in operation of road,	88,470.66			88,470.66
Investment real estate,	4,850.00			4,850.00
Interest and discount,	18,836.88			18,836.88
Miscellaneous,	20,532.71			20,532.71
Total construction,	\$995,454.64			\$995,454.64
Power plant equipment,	\$196,447.87			\$196,447.87
Shop tools and machinery,	2,617.51			2,617.51
Cars,	52,289.45			52,289.45
Electric equipment of cars,	50,162.18			50,162.18
Miscellaneous equipment,	6,825.75			6,825.75
Interest and discount,	2,645.67			2,645.67
Miscellaneous,	8,259.81			8,259.81
Total equipment,	\$314,247.69			\$314,247.69
Grand total construction and equipment,	\$1,309,702.83			\$1,309,702.83
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,				\$60,634.36

Construction and Equipment—Leased Lines.

	Total cost to June 30, 1910.
Organization,	\$600.00
Engineering and superintendence,	2,469.00
Right of way,	7,947.40
Track and roadway construction,	48,239.60
Electric line construction,	15,630.00
Miscellaneous,	114.00
Total construction,	\$75,000.00
Grand total construction and equipment,	\$75,000.00

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$80,660.39	
Operating expenses, ...	59,145.99	
Net earnings from operation, ...		\$21,514.40
Gross income less operating expenses, ...		\$21,514.40
Deductions from income:		
Taxes:		
On real and personal property, ...	\$489.08	
On capital stock, ...	2,510.92	\$3,000.00
Interest:		
On funded debt, ...	\$37,500.00	
On floating debt, ...	612.83	38,112.83
Rent of leased lines, ...	5,840.00	46,952.83
Net deficit, ...		25,438.43
Deficit for year, ...		\$25,438.43
Deficit at beginning of year, ...	\$85,873.04	
Profit or loss adjustments during year:		
Debits, ...		85,873.04
Deficit at close of year, ...		\$111,311.47

Gross Earnings from Operation.

~~P~~ ~~assengers,~~	\$68,983.53	
~~F~~ ~~reight,~~	10,562.93	
~~M~~ ~~ail,~~	808.42	
		\$80,354.88
Miscellaneous earnings: Advertising, ...		305.51
Total, ...		\$80,660.39

Operating Expenses.

MAINTENANCE.

Way and structures:		
Maintenance of track and roadway, ...	\$5,048.69	
Maintenance of electric line, ...	207.43	
Maintenance of buildings and fixtures, ...	234.42	
Total, ...		\$5,490.54
Equipment:		
Maintenance of steam plant, ...	\$883.50	
Maintenance of electric plant, ...	13.80	
Maintenance of cars, ...	2,170.53	
Maintenance of electric equipment of cars, ...	2,020.80	
Maintenance of miscellaneous equipment, ...	54.38	
Miscellaneous shop expenses, ...	150.48	
Total, ...		5,293.49

Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$5,807.31
Fuel for power, ...	10,915.23
Lubricants and waste for power plant, ...	498.32
Miscellaneous supplies and expenses of power plant, ...	272.98

Total, ...	17,493.84
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Operation of cars:

Superintendence of transportation, ...	\$840.00
Wages of conductors, ...	6,537.87
Wages of motormen, ...	7,211.99
Wages of miscellaneous car service employees, ...	978.00
Wages of car house employees, ...	599.98
Car service supplies, ...	226.99
Miscellaneous car service expenses, ...	275.80
Hired equipment, ...	178.38
Cleaning and sanding track, ...	56.88
Removal of snow and ice, ...	147.89

Total, ...	17,053.78
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GENERAL.

Salaries of general officers, ...	\$1,350.00
Salaries of clerks, ...	853.50
Printing and stationery, ...	164.52
Miscellaneous office expenses, ...	137.82
Advertising and attractions, ...	2,695.37
Miscellaneous general expenses, ...	302.01
Damages, ...	458.22
Legal expenses in connection with damages, ...	35.00
Miscellaneous legal expenses, ...	4,059.95
Rent of land and buildings, ...	570.25
Rent of tracks and terminals, ...	2,258.10
Insurance, ...	929.60

Total, ...	13,814.34
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Grand total, ...	\$59,145.90
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Detailed Statement of Rentals of Leased Lines.

	Total amount rental paid by lessee.
Ashaway and Westerly Railway Co., ...	\$5,840.00

Comparative General Balance Sheet.

Total June 30, 1909.	Assets.	Total June 30, 1910.	Increase year ending June 30, 1910.	Decrease year ending June 30, 1910.
\$1,809,702.88	Construction & Equipm't, Other permanent invest- ments as follows :	\$1,809,702.88	.....	.....
320,000.00	Stocks and bonds of other companies, ...	320,000.00	.....	.....
	Current assets as follows:			
1,299.87	Cash, ...	8,935.56	2,686.19	.....
2,144.71	Bills receivable, ...	4,158.72	2,014.01	.....
1,127.35	Material and supplies, ...	2,511.82	1,888.97	.....
841.58	Prepaid accounts, ...	462.48	120.95	.....
85,878.04	Deficit, ...	111,811.47	25,438.48	.....
\$1,720,488.83	Total, ...	\$1,752,081.88	31,598.55	.....

Total June 30, 1909.	Liabilities.	Total June 30, 1910.	Increase year ending June 30, 1910.	Decrease year ending June 30, 1910.
\$168,200.00	Capital stock, preferred,	\$168,200.00	.....	.....
450,000.00	Capital stock, common, . .	450,000.00	.....	.....
750,000.00	Funded debt, ...	750,000.00	.....	.....
	Current liabilities as fol- lows :			
247,890.55	Loans and notes payable,	247,640.55	.....	250.00
16,551.86	Accounts payable, ...	9,806.88	.....	6,945.48
75,000.00	Matured interest on funded debt unpaid, ...	112,500.00	37,500.00	.....
	Accrued liabilities as follows :			
174.90	Taxes accrued and not yet due, ...	1,511.84	1,836.44	.....
12,500.00	Interest on funded debt accrued and not yet due,	12,500.00	.....	.....
171.02	Insurance accrued, ...	123.61	.....	47.41
\$1,720,488.83	Total, ...	1,752,081.88	38,836.44	7,242.89

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	318,593
Freight, mail, and express car mileage, ...	15,300
Total car mileage, ...	333,893
Passenger car hours, ...	23,665
Freight, mail, and express car hours, ...	3,364
Total car hours, ...	27,029
Fare passengers carried, ...	1,382,105
Total passengers carried, ...	1,382,105
Average fare, revenue passengers, ...	.0499
Average fare, all passengers (including transfer passengers), ...	.0499

Mileage, Traffic, and Miscellaneous Statistics — Continued.

Car earnings per car mile, ...	.2407
Miscellaneous earnings per car mile, ...	.0009
Gross earnings per car mile, ...	.2416
Car earnings per car hour, ...	2.973
Miscellaneous earnings per car hour, ...	0.011
Gross earnings per car hour, ...	2.984
Operating expenses per car mile, ...	.1772
Operating expenses and taxes per car mile, ...	.1861
Operating expenses per car hour, ...	2.188
Operating expenses and taxes per car hour, ...	2.299
Operating expenses per cent. of gross earnings, ...	73.33
Operating expenses and taxes per cent. of gross earnings, ...	77.05
Average number of employees, not including officials, during year, ...	35
Aggregate amount of wages paid employees, ...	\$27,966.19
Amount of salaries paid officials, ...	2,190.00

CROSSINGS, ETC.

Steam railroad crossings under grade, ...	No. 2
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Commutation or other form of tickets at reduced rates: School ticket books of 100 fares sold at \$3.50 per book.

Description of Road and Equipment.**TRACK.**

	Owned.	Leased.	Total operated.
Length of road (first main track), ...	21.600	3.930	25.530
Total Length of main track, ...	21.600	3.980	25.580
Length of sidings and turnouts, ...	2.740	.242	2.982
Total computed as single track, ...	24.340	4.172	28.512

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	70lb	26.765	26.765
"T,"	60lb	1.226	1.226
Girder Groove, ...	107lb	.521	.521
Total miles of, ...		28.512	28.512

Gauge of track, 4 feet 8½ inches.

Description of Road and Equipment.—*Continued.*

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars, equipped with full vestibule, ...	8	.....	8
Total passenger cars, ...	8	.....	8
Freight cars, ...	1	.....	1
Work cars, ...	1	.....	1
MISCELLANEOUS:			
Gondolas, . . . . .	.....	6	6
Coal cars, . . . . .	.....	19	19
Total, ...	10	25	35

EMPLOYEES.

	Average no. of hrs. on duty per day.	Wages per day.
Conductors, ...	10	\$2.30
Motormen, ...	10	2.50
Roadmen, ...	10	1.50
Linemen, ...	10	2.50
Engineers, ...	12	2.75
Firemen, ...	12	2.00
Electricians, ...	10	2.50
Machinists and mechanics, ...	10	2.75

List of All Accidents During Year ended June 30, 1910.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Other persons	1	2	1	2
Total, ...	1	2	1	2

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$133.21

Description of Accidents.

August 18, 1909. Varietyville, Jean Bromley, while intoxicated, fell asleep on cattle guard and was struck by a west-bound car, and received two or three cuts on back and top of head.

February 25, 1910. Shewville, Fred D. Larkin, while driving team toward the crossing, claimed he did not hear the whistle blow or see the headlight on the east-bound car. The horse turned just before the car got to the crossing, and threw Mr. Larkin against the car, breaking the side door of front vestibule. Cuts on face and head and scalp wounds.

June 4, 1910. East Main St., Norwich, Conn., Lydia Disco, while playing on sidewalk, ran out in street in front of a west-bound car and was instantly killed.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Norwich.

Personally appeared before me, A. E. Locke, President, and H. P. Phelps, Treasurer, of the Norwich and Westerly Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

A. E. LOCKE,

President.

H. P. PHELPS,

Treasurer.

Sworn and subscribed to before me, this twenty-fourth day of August, A. D. 1910.

DWIGHT L. UNDERWOOD,

Notary Public.

PROVIDENCE & DANIELSON RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$1,000,000.00	
Capital stock outstanding, ...	1,000,000.00	
Bonds outstanding, ...	600,000.00	
Floating indebtedness, ...	13,572.43	
Total stock, bonds, and floating debt, ...	1,613,572.43	
Capital stock issued per mile of road owned, ...	38,328.86	
Bonds issued per mile of road owned, ...	22,997.32	
Cost of construction, ...	1,066,776.28	
Cost of equipment, ...	557,588.90	
Total cost of construction and equipment, ...	1,624,365.16	
Cost of construction and equipment per mile of road owned, ...	62,260.06	
Gross earnings from operation, ...	87,810.53	
Operating expenses, ...	83,320.69	
Net earnings, ...	4,489.84	
Income from other sources, ...	15,050.38	
Gross income from all sources, ...	19,540.22	
Per cent. of operating expenses to gross earnings, ...		.9488
Gross earnings per mile operated, ...	2,506.00	
Operating expenses per mile operated, ...	2,377.87	
Net earnings per mile operated, ...	128.13	
Car earnings per car mile, ...	.1547	
Miscellaneous earnings per car mile, ...	.0044	
Gross earnings per car mile, ...	.1591	
Operating expenses per car mile, ...	.1510	
Net earnings per car mile, ...	.0081	
Car earnings per car hour, ...	1.4957	
Miscellaneous earnings per car hour, ...	.0422	
Gross earnings per car hour, ...	1.5379	
Operating expenses per car hour, ...	1.4593	
Net earnings per car hour, ...	.0786	
Taxes paid State of Connecticut, ...	282.07	
Interest paid, ...	30,319.95	
Total length of main track owned, ...		26.090
Total length of main track operated, ...		35.040
Total car mileage, ...		551,859
Total car hours, ...		57,095
Fare passengers carried, ...		1,272,833
Fare passengers per mile run (passenger), ...		2.8049

Fare passengers per car hour (passenger), . . .	31.2175
Fare passengers per mile of main track operated, .	36.325
Average fare revenue passengers, ...	.0478
Average fare all passengers (including transfer passengers), ...	.0473
Average number of employees during year, . . .	76
Accidents: Injured, ...	2

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Providence, R. I.	R. I.—Conn. State Line	24.110	1.095	25.205
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.590	2.510
Total, . . . . .	.....	26.090	1.625	27.715

Corporate Name and Address of Company.

Providence and Danielson Railway Company, Providence, R. I.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 7, 1893, under an act of the General Assembly of the State of Rhode Island, passed April 18, 1893; amended April 28, 1898, March 26, 1901, and March 28, 1901.

Officers of the Company.

Name.	Title.	Official address.
D. F. SHERMAN,	President,	Providence, R. I.
JAMES S. KENYON,	Vice-President,	" "
FRANKLIN A. SMITH, JR.,	Secretary,	" "
GEO. W. PRENTICE,	Treasurer,	" "
J. E. THIELSEN,	Supt. all Divisions,	" "

Directors of the Company.

Name.	Residence.
JAMES H. MORRIS, ...	Philadelphia, Pa.
JAMES S. KENYON, ...	Providence, R. I.
HARRY DAW, ...	" "
ALBERT H. OLNEY, ...	" "
GEO. W. PRENTICE, ...	" "
CHAS. A. POTTER, ...	" "
HERBERT W. RICE, ...	" "
D. F. SHERMAN, ...	" "
FRANKLIN A. SMITH, JR., ...	" "

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Wednesday in January.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00
Total, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00

Total number of stockholders, 62.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$7,200.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage Bonds,	May 1, 1901	80	May 1, 1981	\$800,000.00	\$800,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$80,000.00

Per mile of single track owned exclusive of sidings and turnouts, 26.090 miles

Capital stock outstanding, ... \$38,328.86

Funded debt outstanding, ... 22,997.32

Total, ... \$61,326.18

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Additions during year.	Total cost to June 30, 1910.
Organization, ...	\$30,200.00	.....	\$30,200.00
Engineering and superintendence, ...	185,821.99	.....	185,821.99
Right of way, ...	17,222.22	.....	17,222.22
Track and roadway construction, ...	396,817.89	\$3,948.07	400,765.46
Electric line construction, ...	159,415.40	90.68	159,506.08
Real estate used in operation of road, ...	1,821.05	.....	1,821.05
Buildings and fixtures used in operation of road, ...	41,405.11	468.61	41,873.72
Investment real estate, ...	300.00	.....	300.00
Interest and discount, ...	279,265.74	.....	279,265.74
Total construction, ...	\$1,063,268.90	\$4,507.86	\$1,068,776.26
Power plant equipment, ...	\$58,268.48	\$112.48	\$58,375.96
Shop tools and machinery, ...	2,629.19	76.97	2,706.16
Cars, ...	85,557.78	.....	85,557.78
Electric equipment of cars, ...	51,062.69	.....	51,062.69
Interest and discount, ...	348,584.88	.....	348,584.88
Miscellaneous, ...	11,801.43	.....	11,801.43
Total equipment, ...	\$557,899.45	\$189.45	\$557,588.90
Grand total construction and equipment, ...	\$1,619,668.85	\$4,696.81	\$1,624,365.16
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	\$62,260.06

Income Account for Year ending June 30, 1910.

Gross earnings from operation, ...	\$87,810.53	
Operating expenses, ...	83,320.89	
Net earnings from operation, ...		\$4,489.84
Miscellaneous income:		
Interest on deposits, ...	\$7.62	
Net income from rent of real estate, purchased as outside investment, ...	17.76	
Coupons received and canceled without creating any liability against the company, ...	15,025.00	15,050.38
Gross income less operating expenses, ...		19,540.22

Income Account for Year ending June 30, 1910 — *Continued.*

Deductions from income:

Taxes:

On real and personal property, ...	\$374.20		
On capital stock, ...	282.07		
On earnings, ...	805.86	1,462.13	

Interest:

On funded debt, ...	30,000.00		
On floating debt, ...	319.95	30,319.95	31,782.08

Net deficit, ...			\$12,241.86
------------------------	--	--	-------------

Deficit for year, ...			\$12,241.86
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Surplus at beginning of year, ...			\$31,552.38
---	--	--	-------------

Surplus at close of year, ...			\$19,310.52
-------------------------------------	--	--	-------------

Gross Earnings from Operations.

Car earnings:

Passengers, ...	\$60,943.36		
Chartered cars, ...	449.70		
Freight and express, ...	22,983.04		
Mail, ...	1,023.73	\$85,399.83	

Miscellaneous earnings:

Advertising, ...	\$1,000.00		
Rent of land and buildings, ...	100.00		
Rent of equipment, ...	1,310.70	2,410.70	
Total, ...		\$87,810.53	

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, ...	\$7,036.99		
Maintenance of electric line, ...	1,450.96		
Maintenance of buildings and fixtures, ...	300.46		
Total, ...		\$9,688.41	

Equipment:

Maintenance of steam plant and electric plant, ...	\$2,037.47		
Maintenance of cars, ...	5,775.00		
Maintenance of electric equipment of cars, ...	6,138.92		
Miscellaneous shop expenses, ...	52.00		
Total, ...		14,003.39	

Operating Expenses — Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$5,115.28
Fuel for power, ...	14,257.67
Lubricants and waste for power plant, ...	494.23
Miscellaneous supplies and expenses of power plant, ...	254.89
Hired power, ...	604.54

Total, ... 20,726.61

Operation of cars:

Superintendence of transportation, ...	\$2,015.85
Wages of conductors, motormen, and miscellaneous car service employees, ...	16,923.40
Wages of car house employees, ...	6,218.88
Car service supplies, ...	2,457.96

Total, ... 27,616.09

GENERAL.

Salaries of general officers, ...	\$3,900.00
Salaries of clerks, including traffic manager, ...	1,572.76
Printing and stationery, ...	234.24
Miscellaneous office expenses, ...	2,532.02
Advertising and attractions, ...	111.00
Damages, ...	254.25
Miscellaneous legal expenses, ...	372.05
Rent of tracks and terminals, ...	25.00
Insurance, ...	2,284.87

Total, ... 11,286.19

Grand total, ... \$83,320.69

Comparative General Balance Sheet.

Item, June 30, 1909.	Total, June 30, 1909.	Assets.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$1,619,668.35	Construction and equipment, .....	.....	\$1,624,365.16	\$4,696.81	.....
.....	758.65	Other permanent investments as follows: .....	.....	758.65	.....	.....
.....	\$184.14	Furniture and fixtures, .....	.....	.....	.....	.....
.....	2,078.73	Current assets as follows: .....	.....	.....	.....	.....
.....	3,352.86	Cash, ...	97.25	.....	.....	35.89
.....	932.00	Accounts receivable, ...	3,359.55	.....	1,390.63	.....
.....	24,250.00	Material and supplies, ...	3,345.74	.....	.....	7.12
.....	30,777.79	Prepaid accounts, ...	956.60	.....	.....	5.40
.....	.....	Treasury stock, .....	.....	7,769.14	.....	24,250.00
.....	.....	Total, . . . . .	.....	\$1,632,863.95	\$5,977.63	\$34,369.41

Comparative General Balance Sheet — *Continued.*

Item, June 30, 1909.	Total, June 30, 1909.	Liabilities.	Item, June 30, 1910.	Total, June 30, 1910.	Increase, year ending June 30, 1910.	Decrease, year ending June 30, 1910.
.....	\$1,000,000.00	Capital stock, common,	.....	\$1,000,000.00	.....	.....
.....	600,000.00	Funded debt,	.....	600,000.00	.....	.....
		Current liabilities as fol-				
		lows:				
\$3,000.00	.....	Loans and notes pay-				\$3,000.00
8,733.54	.....	able,	\$5,655.68	.....		8,137.86
		Accounts payable,				
2,150.00	.....	Matured interest on	2,100.00	.....		50.00
		funded debt unpaid,				
708.81	.....	Tickets sold, not pre-	816.75	.....	107.94	.....
	14,652.35	sented,		8,572.43		
		Accrued liabilities as fol-				
		lows:				
	5,000.00	Interest on funded debt		5,000.00		
	81,552.38	accrued and not yet		19,810.52		12,241.86
		due,				
		Surplus,				
.....	\$1,651,204.73	Total,	.....	\$1,632,832.95	\$107.94	\$18,429.73

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	453,779
Freight, mail, and express car mileage, ...	98,080
Total car mileage, ...	551,859
Passenger car hours, ...	40,773
Freight, mail, and express car hours, ...	16,322
Total car hours, ...	57,095
Fare passengers carried, ...	1,272,833
Transfer passengers carried, including passes, ...	13,310
Total passengers carried, ...	1,286,143
Average fare, revenue passengers, ...	.0478
Average fare, all passengers (including transfer	
passengers), ...	.0473
Car earnings per car mile, ...	.1547
Miscellaneous earnings per car mile, ...	.0044
Gross earnings per car mile, ...	.1591
Car earnings per car hour, ...	1.4957
Miscellaneous earnings per car hour, ...	.0422
Gross earnings per car hour, ...	1.5379
Operating expenses per car mile, ...	.1510
Operating expenses and taxes per car mile, ...	.1536
Operating expenses per car hour, ...	1.4593
Operating expenses and taxes per car hour, ...	1.4849
Operating expenses per cent. of gross earnings, ...	94.88
Operating expenses and taxes per cent. of gross earnings, ...	96.55
Average number of employees, not including officials, during year,	76

Mileage, Traffic, and Miscellaneous Statistics.—Continued.

Aggregate amount of wages paid employees, ...	\$49,872.38
Amount of salaries paid officials, ...	3,900.00

Commutation or other form of tickets at reduced rates: Commutation ticket books of 100 fares limited as to time and person sold to anyone at \$5.00 and one-third rebated after tickets are used within limit.

Description of Road and Equipment.**TRACK.**

	Owued.	Operated under trackage rights.	Total operated.
Length of road (first main track), ...	26.090	8.950	35.040
Length of sidings and turnouts, ...	1.625	.....	1.625
Total computed as single track, ...	27.715	8.950	36.665

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T"	60 lbs.	27.715	27.715

Gauge of track, 4 feet 8½ inches.

PAVING.

Tracks are on private rights of way, country roads, and village streets, and are not paved between the rails in any way excepting at crossings, where wood planking or granite blocks are generally used.

CARS, ETC.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars equipped with full vestibule, ...	17	.....	17
Freight cars, ...	1	26	27
Express cars, ...	3	.....	3
Snow plows, ...	2	.....	2
Total, ...	23	26	49

Description of Road and Equipment.—*Continued.*

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	10	\$2.00
Motormen, ...	10	2.00
Watchmen, ...	10	2.00
Roadmen, ...	10	1.60
Linemen, ...	10	2.00
Engineers, ...	12	2.85
Firemen, ...	12	2.00
Electricians, ...	10	3.00
Machinists and mechanics, ...	10	2.75

List of All Accidents During Year ended June 30, 1910.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	..	..	2	..	2
Employees, ...	..	..	..	..	..	..
Other persons, ...	..	..	..	..	..	..
Total, ...	..	..	..	2	..	2

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$254.25

Description of Accidents.

July 20, 1909. In rounding curve on wet rail, near North Scituate, passenger car ran into freight train entering switch. Cars damaged somewhat; no person injured.

Nov. 12, 1909. On Hartford Road in town of Johnston, passenger Joseph Lowell signaled desire to alight, but before car could be stopped he stepped off and fell on his face, cutting it slightly.

March 5, 1910. Near Foster Center, rails spread and wheels of car dropped onto ties, displacing floor trap of car. Cecil Jocoy stepped into opening, slightly injuring ankle.

Oath.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } ss.

Personally appeared before me, D. F. Sherman, President, and Geo. W. Prentice, Treasurer, of the Providence and Danielson Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

D. F. SHERMAN,

President.

GEO. W. PRENTICE,

Treasurer.

Sworn and subscribed to before me, this first day of September, A. D. 1910.

FRANKLIN A. SMITH,

Notary Public for Rhode Island.

SOUTH MANCHESTER LIGHT, POWER AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$100,000.00	
Capital stock outstanding, ...	10,000.00	
Floating indebtedness, ...	53,575.23	
Total stock, bonds, and floating debt, ...	63,575.23	
Capital stock issued per mile of road owned, ...	13,123.36	
Cost of construction, ...	11,000.00	
Total cost of construction and equipment, ...	11,000.00	
Cost of construction and equipment per mile of road owned, ...	14,435.67	
Rent of tramway, ...	700.00	
Income from other sources, ...	5,945.58	
Taxes paid state, ...	393.79	
Interest paid, ...	3,214.52	
Total length of main track owned, ...		.762

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total com- puted as single track.
South Manchester	Manchester Center	.762	.762	.026	.788

Corporate Name and Address of Company.

The South Manchester Light, Power and Tramway Co.

Historical Sketch of Organization, Construction, Leasing, and Consoli- dation of Lines now Operated.

Leased to The Hartford, Manchester and Rockville Tramway Co.

Officers of the Company.

Name.	Title.	Official address.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
RICHARD O. CHENEY,	Secretary,	" " "
CHARLES CHENEY,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
FRANK CHENEY, JR., ...	South Manchester, Conn.
RICHARD O. CHENEY, ...	" " "
CHARLES CHENEY, ...	" " "
HARRY G. CHENEY, ...	" " "
JAMES W. CHENEY, ...	" " "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Wednesday in April.

Capital Stock and Funded Debt.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.
Common, . . .	\$100,000.00	100	\$100	\$10,000.00

Capital stock outstanding, ... \$13,123.36

Proportion of capital stock represented by tramway, say . . . 17 $\frac{3}{10}$ %

Proportion of capital stock represented by electric light plant and
gas mains and meters, say 82 $\frac{7}{10}$ %

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Deductions during year.	Total cost to June 30, 1910.
Track and roadway construction, }	.....	\$321.69	.....
Electric line construction, . }	.....		
Total construction, . . .	\$11,821.69	\$321.69	\$11,000.00
Grand total construction, .	\$11,821.69	.....	\$11,000.00
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, .	\$15,514.00	.....	\$14,435.67

Amount charged to profit and loss for depreciation of construction, \$321.69,
leaving balance of construction account, \$11,000.00.

Income Account for Year ending June 30, 1910.

Miscellaneous income:

Rent of leased lines (and taxes, \$100), ...	\$700.00	
From electric lighting and gas, ...	5,945.58	
Gross income less operating expenses, ...		\$6,645.58

Deductions from income:

Taxes belonging to tramway, ...	\$147.59	
Interest on floating debt belonging to tramway, ...	597.76	745.35
Net income, ...		\$5,900.23

Deductions from net income:

Depreciation, tramway, ...	\$821.69	
Depreciation, electric light plant, gas mains, and meters, ...	2,829.21	3,650.90
Surplus for year, ...		\$2,249.33
Surplus at beginning of year, ...		1,738.86
Surplus at close of year, ...		\$3,988.19

Comparative General Balance Sheet.

Total June 30, 1909.	Assets.	Total June 30, 1910.	YEAR ENDING JUNE 30, 1910.	
			Increase.	Decrease.
\$11,821.69	Construction and Equipment, ...	\$11,000.00	.....	\$821.69
	Other permanent investments as follows:			
51,753.54	Electric light plant, gas mains and meters, ...	52,575.23	\$821.69	.....
	Current assets as follows:			
1,738.86	Cash, ...	3,988.19	2,249.33	.....
\$65,314.09	Total, ...	\$67,563.42	\$3,071.02	\$821.69

Total June 30, 1909.	Liabilities.	Total June 30, 1910.	Increase year ending June 30, 1910.
\$10,000.00	Capital Stock, common, ...	\$10,000.00	.....
	Current Liabilities as follows:		
53,575.23	Loans and notes payable, ...	53,575.23	.....
1,738.86	Surplus, ...	3,988.19	\$2,249.33
\$65,314.09	Total, ...	\$67,563.42	\$2,249.33

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track), ...	.762
Total length of main track, ...	.762
Length of sidings and turnouts, ...	.026
Total computed as single track, ...	.788

RAILS.

Name of "T"; weight per yard, 56 lbs.; steel (miles of), .762.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } ss. TOWN OF MANCHESTER.

Personally appeared before me, Frank Cheney, Jr., President, and Charles Cheney, Treasurer, of the South Manchester Light, Power and Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

FRANK CHENEY, JR.,
President.
CHARLES CHENEY,
Treasurer.

Sworn and subscribed to before me, this 19th day of August, A. D. 1910.

ROBERT RICHMOND,
Notary Public.

THE WEST SHORE RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1910.

Capital authorized by charter, ...	\$200,000.00	
Capital stock outstanding, ...	80,000.00	
Bonds outstanding, ...	30,000.00	
Floating indebtedness, ...	107,056.57	
Total stock, bonds, and floating debt, ...	217,056.57	
Capital stock issued per mile of road owned, ...	10,928.96	
Bonds issued per mile of road owned, ...	4,098.36	
Cost of construction, ...	209,707.93	
Cost of equipment, ...	8,091.47	
Total cost of construction and equipment, ...	217,799.40	
Cost of construction and equipment per mile of road owned, ...	29,754.02	
Interest paid, ...	1,500.00	
Dividend paid, ...	4,000.00	
Total length of main track owned, ...		7.320

Description of Lines.

From	To	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Savin Rock	Woodmont	3.660	3.660	7.320	0.101	7.421

Corporate Name and Address of Company.
West Shore Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Con- solidation of Lines now Operated.

Organized December 15, 1893.

Charter amended May 29, 1901.

Road leased to the Connecticut Company on basis of payment of interest
on bonds and five per cent. dividend on stock.

Officers of the Company.

Name.	Title.	Official Address.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
JOHN G. PARKER,	Secretary,	" "
AUGUSTUS S. MAY,	Treasurer,	" "
ARTHUR E. CLARK,	Asst. Secretary,	" "

Directors of the Company.

Name.	Residence.
JOHN B. CARRINGTON, ...	New Haven, Conn.
JAMES S. HEMINGWAY, ...	" "
GEORGE J. BRUSH, ...	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in October.

Capital Stock.

Description.	Total par value authorized.	Number of shares outstanding.	Par value per share.	Total par value issued and outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$200,000.00	3,200	\$25.00	\$80,000.00	5 per ct.	\$4,000.00

Total number of stockholders, 48.

Total number of stockholders in this state, 43.

Amount of stock held in this state, \$76,300.00.

Funded Debt.

Description.	Date of issue.	Term of years.	Date of maturity.	Amount authorized.	Amount outstanding.
First Mortgage, .	July 1, 1894	20	July 1, 1914	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned exclusive of sidings and turnouts, 7.320 miles	
Capital stock outstanding, ...	\$10,928.96
Funded debt outstanding, ...	4,098.36
Total, ...	\$15,027.32

Construction and Equipment.

Account.	Total cost to June 30, 1909.	Total cost to June 30, 1910.
Engineering and superintendence, ...	\$1,224.00	\$1,224.00
Right of way, ...	10,822.44	10,822.44
Track and roadway construction, ...	194,465.84	194,465.84
Electric line construction, ...	8,195.65	8,195.65
Total construction, ...	\$209,707.93	\$209,707.93
Electric equipment of cars, ...	\$8,091.47	\$8,091.47
Total equipment, ...	\$8,091.47	\$8,091.47
Grand total construction and equipment, .	\$217,799.40	\$217,799.40
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	.....	\$29,754.02

Comparative General Balance Sheet.

Total June 30, 1909.	Assets.	Total June 30, 1910.
\$217,799.40	Construction and equipment, ...	\$217,799.40

Total June 30, 1909.	Liabilities.	Total June 30, 1910.
\$80,000.00	Capital stock, common, ...	\$80,000.00
80,000.00	Funded debt, ...	80,000.00
107,056.57	Current liabilities as follows:	
	Due lessee company for improvements and better-	
	ments, ...	107,056.57
742.83	Surplus, ...	742.83
\$217,799.40	Total, ...	\$217,799.40

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track), ...	3.660
Length of second main track, ...	3.660
Total length of main track, ...	7.320
Length of sidings and turnouts, ...	0.101
Total computed as single track, ...	7.421

RAILS.

Name of, "T"; weight per yards, 58-60 lbs.; steel (total miles of), 7.421.
Gauge of track, 4 feet 8½ inches.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, James S. Hemingway, President, and A. S. May, Treasurer, of the West Shore Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1910, according to the best of their knowledge and belief.

Signed,

JAMES S. HEMINGWAY,

President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this thirteenth day of September, A. D. 1910.

MAURICE K. DUGAN,

Notary Public.

CONTENTS OF TABLES.

STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " fifth track.
- 10 " " sixth track.
- 11 " " sidings.
- 12 " " road, single track, miles.

CAPITAL STOCK.

- 13 Total amount authorized.
- 14 " " issued for cash.
- 15 " " " for construction of new properties.
- 16 " " " stocks of merged lines.
- 17 " " " for purchase of railway or other property.
- 18 " " " for acquisition of securities.
- 19 " " issued for reorganization.
- 20 " par value outstanding.
- 21 " amount issued per last report.
- 22 " " " " mile of road.
- 23 " " held in Connecticut.
- 24 " " " " per last report.
- 25 " number of stockholders in Connecticut.
- 26 " " " " per last report.

DEBT.

- 27 Amount of funded debt, and amount of funded debt as per last report.
- 28 Working liabilities.
- 29 Total funded debt and working liabilities.
- 30 Funded debt per mile of road.
- 31 Total stock, funded debt, and working liabilities.

PROPERTY ACCOUNT.

- 32 Cost of road.
- 33 " equipment.
- 34 General expenditures.

- 35 Floating equipment, street railways and other properties.
- 36 Reserve for accrued depreciation, Cr.
- 37 Stocks owned.
- 38 Funded debt pledged or unpledged.
- 39 Miscellaneous.
- 40 Other investments.
- 41 Cash.
- 42 Other assets.
- 43 Accrued income not due.
- 44 Deferred debit items.
- 45 Profit and loss on balance.
- 46 Total.
- 47 Cost per mile of line.
- 48 Stock.
- 49 Mortgage, bonded, and secured debt.
- 50 Working liabilities.
- 51 Accrued liabilities not due.
- 52 Deferred credit items.
- 53 Appropriated surplus.
- 54 Profit and loss or balance.
- 55 Grand total.

GROSS OPERATING REVENUE.

- 56 Total.
- 57 " per last report.
- 58 " " mile of road operated.
- 59 " " " run.

NET OPERATING REVENUE.

- 60 Total.
- 61 " per last report.
- 62 Total per mile of road operated.
- 63 " " " run.

DIVIDENDS.

- 64 Total amount paid.
- 65 " " " per last report.
- 66 Capital stock on which dividends were paid.
- 67 " " " no dividends were paid.
- 68 Paid for taxes.
- 69 " " interest.

OPERATING EXPENSES.

- 70 Maintenance of way and structures.
- 71 " " equipment.
- 72 Traffic expenses.
- 73 Conducting transportation.
- 74 General expenses.
- 75 Total.
- 76 Average miles operated.
- 77 " per mile of road operated.
- 78 " " " run.

MAINTENANCE OF WAY AND STRUCTURES.

79	Superintendence.
80	Ballast.
81	Ties.
82	Rails.
83	Other track material.
84	Roadway and track.
85	Removal of snow, sand and ice.
86	Tunnels.
87	Bridges, trestles and culverts.
88	Over and under grade crossings.
89	Grade crossings, fences, cattle guard and sign.
90	Snow, sand, fences and sheds.
91	Signals and interlocking plants.
92	Telegraph and telephone line.
93	Electric power transmission.
94	Buildings, fixtures and grounds.
95	Docks and wharfs.
96	Roadway tools and supplies.
97	Injuries to persons.
98	Stationery and printing.
99	Other expenses.
100	Maintaining joint tracks, yards, and other facilities, D.
101	“ “ “ “ “ “ Cr.
102	Total.
103	Per mile operated.
104	“ run.

MAINTENANCE OF EQUIPMENT.

105	Superintendence.
106	Steam locomotives — repairs.
107	“ “ renewals.
108	“ “ depreciation.
109	Electric locomotives — repairs.
110	“ “ renewals.
111	“ “ depreciation.
112	Cars repaired.
113	Passenger train cars — repairs.
114	“ “ renewals.
115	“ “ depreciation.
116	Freight train cars — repairs.
117	“ “ renewals.
118	“ “ depreciation.
119	Electric equipment of cars — repairs.
120	“ “ renewals.
121	“ “ depreciation.
122	Floating equipment — repairs.
123	“ “ renewals.
124	“ “ depreciation.

- 125 Work equipment — repairs.
- 126 “ “ renewals.
- 127 “ “ depreciation.
- 128 Shop machinery and tools.
- 129 Power plant equipment.
- 130 Injuries to persons.
- 131 Stationery and printing.
- 132 Other expenses.
- 133 Maintaining joint equipment at terminals, Dr.
- 134 Maintaining joint equipment at terminals, Cr.
- 135 Total.
- 136 Per mile operated.
- 137 “ run.

TRAFFIC EXPENSES.

- 138 Superintendence.
- 139 Outside agencies.
- 140 Advertising.
- 141 Traffic association.
- 142 Fast freight lines.
- 143 Industrial and immigration bureaus.
- 144 Stationery and printing.
- 145 Other expenses.
- 146 Total.

TRANSPORTATION EXPENSES.

- 147 Superintendence.
- 148 Dispatching trains.
- 149 Station employees.
- 150 Weighing and Car Service Associations.
- 151 Coal and ore docks.
- 152 Station supplies and expenses.
- 153 Yardmasters and their clerks.
- 154 Yard conductors and brakemen.
- 155 “ switch and signal tenders.
- 156 “ supplies and expenses.
- 157 “ enginemen.
- 158 Enginehouse expenses, yard.
- 159 Fuel for yard locomotives.
- 160 Water for yard locomotives.
- 161 Lubricants for yard locomotives.
- 162 Other supplies for yard locomotives.
- 163 Motormen.
- 164 Road enginemen.
- 165 Enginehouse expenses — road.
- 166 Fuel for road locomotives.
- 167 Water for road locomotives.
- 168 Lubricants for road locomotives.
- 169 Other supplies for road locomotives.
- 170 Operating power plants.

FREIGHT TRAFFIC.

216	Tons of freight carried earning revenue.
217	“ “ per last report.
218	“ “ one mile.
219	Average distance haul of one ton.
220	Total freight revenue.
221	Average amount received for each ton of freight.
222	“ receipts per ton per mile.
223	Total freight earnings per mile of road.
224	“ “ “ “ train mile.

FUEL FOR LOCOMOTIVES.

225	Number of tons of coal.
226	Average cost per ton.
227	Number of cords of wood.
228	Oil, gallons.
229	Total tons of fuel consumed.
230	“ miles run.
231	Average pounds consumed per mile run.

MILEAGE AND EMPLOYEES.

232	Miles run by passenger trains earning revenue.
233	“ “ freight “ “ “
234	“ “ mixed train earning revenue.
235	“ “ special trains.
236	Total revenue mileage.
237	Mileage of non-revenue trains.
238	Total mileage of all trains.
239	“ per last report.
240	Number of employees, including officers.
241	“ “ “ “ per last report.

EQUIPMENT.

242	Number of locomotives in service.
243	“ “ leased.
244	“ “ owned.
245	“ “ with train brake.
246	“ cars in passenger service.
247	“ freight and other cars.
248	“ cars leased.
249	“ “ owned.
250	Total cars in service.
251	“ per last report.
252	Passenger cars with train brake.
253	Freight “ “ “ “
254	Passenger cars with automatic couplers.
255	Freight “ “ “ “

STATIONS.

- 256 On main line and branches.
- 257 In Connecticut.
- 258 Average number of miles for each station in Connecticut.

TIES.

- 259 Number of new ties laid during the year.

HIGHWAY CROSSINGS IN CONNECTICUT.

- 260 At grade.
- 261 " " per last report.

GENERAL PERCENTAGE.

- 262 Gross earnings to capital and debt.
- 263 Net " " " " "
- 264 Net earnings to gross earnings.
- 265 Operating expenses to gross earnings.
- 266 Passenger revenue " " "
- 267 Freight " " " "

ACCIDENTS IN CONNECTICUT.

- 268 Passengers.
- 269 Employees.
- 270 Trespassers.
- 271 Others.
- 272 Total.
- 273 Fatal.
- 274 Not fatal.
- 275 At highway crossings — fatally.
- 276 " " " — not fatally.
- 277 Employees injured by falling from trains or engines.
- 278 " " " coupling or uncoupling.
- 279 " " " overhead obstruction.
- 280 " " " other causes.
- 281 " " fatally.
- 282 " " not fatally.
- 283 Passengers " fatally.
- 284 " " not fatally.
- 285 Trespassers " fatally.
- 286 " " not fatally.
- 287 Others " fatally.
- 288 " " not fatally.

Comparative statements for five years, pp. 126-138.

Summary of tables referring to steam railroads, p. 139.

STREET RAILWAY TABLES.

Table No. 1,	page	142-145.
" " 2,	"	146-147.
" " 3,	"	148.
" " 4,	"	149.
" summary of,	"	150.

GENERAL INDEX.

- Abandonment of stations, 13, 14.
- Accidents to passengers, steam roads, 18, 125.
employees, steam roads, 18, 24, 125.
trespassers, steam roads, 18, 19, 125.
at highway crossings, 19, 24, 125.
persons on street railways, 72, 149.
- Approval of method of construction of street railway lines in New Britain, North Branford, East Haven, Bridgeport, Stratford, Hartford, 32, and Waterbury, 33.
- Approval of location of Branford Steam Railroad, 14.
overhead bridge at Naugatuck Junction, 16.
taking of land in Milford, 15.
New Haven, 15.
- Approval, Certificates of Condition, of street railway lines in New Haven, 33; Broad Brook, East Windsor, Ellington, Vernon, 34; Ivoryton, Essex, Saybrook, Westbrook, Clinton, Madison, East River, Guilford, and Watertown, 35.
- Berlin, flagman at crossing one mile and one-half north of Berlin street, 11.
- Bonds of street railways, 70, 146.
steam railroads, 20, 97.
- Branford Steam Railroad, petition by Selectmen of North Branford to eliminate crossing on line of, 9.
- Branford Steam Railroad, approval of location, 14.
- Bridge, approval of over tracks at Naugatuck Junction, 16.
- Bristol & Plainville Tramway Co., annual report of, 333-341.
- Brookfield, elimination of grade crossings in, 5.
- Capital stock, general statement of, steam railroads, 19, 95, 96.
street railways, 69, 146.
- Central New England Ry. Co., annual report of, 155, 191.
general statement of, 30.
mileage of, 23.
- Coal consumed, tons of, 24, 120.
- Columbia, town of, elimination of grade crossing in, 6.
- Condition of roads, 25-29.
- Comparative statement tables, 126-138.
- Compensation of employees, 24.
- Complaint of train service on Norwich & Worcester R. R., 16.
- Connecticut Railway & Lighting Co., annual report of, 342-354.
- Connecticut Co., annual report of, 355-437.
- Cost of steam railroads, 20, 98.
street railways, 71, 147.
- Danbury & Bethel, annual report, 438-447.

- Debts of steam railroads, 20.
 - street railways, 70, 146.
- Dividends paid by steam railroads, 21, 102.
 - street railways, 71, 149.
- Earnings, gross, 21, 24, 101.
 - net, 21, 24, 101.
 - of street railways, 71, 149.
- Employees, number of, on steam railroads, 24, 121.
 - street railways, 72.
- Employees, steam roads, injured, 18, 24, 125.
- Equipment, cost of steam railroads, 20, 98.
 - maintenance of, 23, 24.
 - number of locomotives and cars, 122.
- Expenses of operation, 21, 24, 103.
 - street railways, 71, 147.
- Farmington Street Railway, annual report, 448-455.
- Floating indebtedness of street railways, 70, 146.
- Freight, number of tons carried, 22, 24, 119.
- Freight revenue, steam railroads, 22, 24, 119.
- Funded debt, steam railroads, general statement of, 20, 97.
- General expenses steam railroads, 117.
- Grade crossings, table, by towns, 76-85.
- Griswold, town of, elimination of two grade crossings in, 7.
- Gross operating revenues, general statement, of steam railroads, 21, 24,
 - street railways, 71, 147.
- Groton & Stonington Street Railway, annual report, 456-465.
- Hamden, flagman at Goodrich and Morse streets, 11.
- Hartford & Connecticut Western R. R. Company's annual report, 192-201.
- Hartford & Springfield Street Railway Co., annual report, 466-475.
- Highway crossings in each town and on each railroad, 76-85.
- Huntington, change of location in, 13.
- Indebtedness of street railways, 70, 146.
- Interest paid by street railways, 71, 148.
 - steam railroads, 21, 102.
- Land, approval of taking of for street railway purposes, 36, 37.
- Length of steam railroads, 22, 23, 89-94.
 - street railways, 69, 142, 145.
- Liabilities of steam railroads, 20.
 - street railways, 70, 146.
- Maintenance of way and structures, 23, 24, 104-106.
 - equipment, 23, 24, 107-110.
- Manchester, removal of station, 14.
- Mileage controlled by steam railroads, 22, 23.
 - street railways, 69, 142, 145.
- Miles run by steam railroads, 22, 121.
 - street railways, 69, 149.
- Milford, approval of taking of land in, 15.
- Monroe, change of location in, 13.
- Names of present and ex-commissioners, 151.

- Net operating revenues, general statement of, steam railroads, 21, 24, 101.
street railways, 71, 148.
- New Haven & Northampton Company's annual report, 202, 213.
- New London & East Lyme Street Railway Company's annual report, 476-484.
- New London Northern Railroad Company's annual report, 214, 237.
general statement of operation, 30.
mileage of, 24.
- New Hartford, sidetrack across Old Mountain Road, 12.
- Newtown, elimination of four grade crossings in, 7, 8.
change of location in, 13.
approval of taking of land in, 15.
- New York, New Haven & Hartford R. R. Company's annual report, 238, 319.
general statement of, 29.
mileage of, 23.
- North Windham, modification of order dated June 24, 1909, 10.
- Norwich & Westerly Railway Company's annual report, 485-494.
- Norwich & Worcester Railroad Company's annual report, 320-327.
- Operating expenses, general statement of, steam railroads, 21, 24, 103.
street railways, 71, 147.
- Passengers carried, steam railroads, 22, 24, 118.
injured, steam railroads, 18, 125.
carried, street railways, 72, 149.
injured, street railways, 72, 149.
revenue, steam railroads, 22, 24, 118.
- Property of steam railroads, 20.
street railways, 71, 147.
- Providence & Danielson Street Railway Company's annual report, 495-504.
- Rails laid during year, 24.
- Railroad Commissioners, names, residences, etc., 151.
- Reports, Annual (Steam Railroads):
Central New England Ry. Co., 155-191.
Hartford & Connecticut Western R. R. Co., 192-201.
New Haven & Northampton R. R. Co., 202-213.
New London Northern R. R. Co., 214-237.
New York, New Haven & Hartford R. R. Co., 238-319.
Norwich & Worcester, 320-328.
South Manchester R. R. Co., 329-343.
- Simsbury, elimination of Weatogue crossings in, 7.
- South Manchester R. R. Company's report, 329-343.
conditions and general statement of, 31.
mileage of, 24.
- South Manchester Light, Power and Tramway Co., annual report, 505-508.
- Statistical tables of steam railroads, 89, 319.
comparative for five years, 126, 138.
street railways, 142, 150.
- Statutes relating to railroads (back part of book).
- Street Railways, comparative statement 1895-1910, 31.
- Taking of land for street railway purposes in Middlefield, Durham, Meriden, Guilford, and East Haven, 36, 37.

Taxes, amount paid by steam railroad companies, 21, 24, 102.
street railway companies, 72, 148.

Terryville, abandonment of station in, 13.

Ties laid during the year, 24.

Train service on Norwich & Worcester R. R., 16.

Traffic expenses, steam roads, 111.

Transportation expenses, steam railroads, 112-116.

Trespassers, steam roads, injured, 18, 19, 125.

Ways and structures, maintenance, 23, 24, 104, 106.

Waterbury, sidetrack to Eagle Brewing Co., 12.

across Hamilton Avenue, 12.

West Shore Railway Company's annual report, 500-512.

Windsor, town of, elimination of grade crossing in, 10.

Street Railways, Annual Reports of:

Bristol & Plainville Tramway Co., 333-341.

Conn. Railway & Lighting Co., 342-354.

Danbury & Bethel Street Railway Co., 438-447.

Farmington Street Railway Co., 448-455.

Groton & Stonington Street Railway Co., 456-465.

Hartford & Springfield Street Railway Co., 466-475.

New London & East Lyme Street Railway Co., 476-484.

Norwich & Westerly Railway Co., 485-494.

Providence & Danielson Railway Co., 495-504.

South Manchester Light, Power & Tramway Co., 505-508.

West Shore Railway Co., 509-512.

Street Railways:

Appeal of N. Y., N. H. & H. R. R. Co. from decision, order or direction of Selectmen of town of Norwich, 39, 43.

Appeal of Shore Line Electric Railway Co. from decision, denial, order or direction of Selectmen of town of Guilford, 43, 51.

Appeal of the Shore Line Electric Railway Co. from decision of the Warden and Burgesses of the borough of Guilford, 52, 57.

Appeal of the Connecticut Co. from the action of the Mayor and Board of Aldermen of the city of New Haven *de* location of tracks on Grand Avenue, 58, 61.

Appeal of the Shore Line Electric Railway Co. from the neglect of the Selectmen of the town of Branford to approve or disapprove plans, 61, 63.

Approval of method of construction in New Britain, North Branford, East Haven, Bridgeport, Stratford (32) and Waterbury, 33.

Approval of taking of land in Middlefield, Durham, Meriden, Guilford (36) and East Haven, 37.

Approval of location in Essex, Saybrook, Westbrook, Clinton and Guilford, 36.

bridge of Shore Line Electric Railway Co. over tracks of New York, New Haven & Hartford R. R. Co. in town of Guilford, 38.

bridge over tracks of N. Y., N. H. & H. R. R. in town of Newington, 38.

Certificates of approval of constructed lines in New Haven (33), Broadbrook, East Windsor, Ellington, Vernon, New Haven (34), Ivoryton, Essex, Saybrook, Westbrook, Clinton, Madison, East River, Guilford and Watertown, 35.

Extension of time for completion of The Shore Line Electric Railway Company's line, 63, 65.

Poles, style of to be used in Meriden, 38.

New Britain, 39.

Request for better service on the Hartford & Springfield Street Railway Company's line in the town of Suffield, 65, 69.

Accidents, 72, 73.

Bonds issued, 70, 146.

Capital stock, 69.

Cost of roads, 71.

equipment, 71.

Dividends paid by, 71.

Employees, number of, 72.

Floating indebtedness, 70.

Gross earnings, 71.

Interest paid, 71.

Length of roads, 69.

Miles run by, 72.

Net earnings of, 71.

Operating expenses of, 71.

Passengers carried, 72.

Statistical tables of, 142-150.

Statutes relating to (back part of book).

Taxes paid by, 72.







L A W S

RELATING SPECIALLY TO

RAILROADS.



Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid.

1902, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

1907, ch. 64.

Time within which act is operative extended. Chapter 161 of the public acts of 1903 is hereby amended by striking out all of section four of said act and inserting in lieu thereof the following: "The provisions of this act shall continue in force only until October 1, 1913."

TITLE ONE. — CHAPTER 1.

1895.
Rev. 1896, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1894.
Railroad
company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1895.
Rev. 1896, §302.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where

Art. 25. An act authorising an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 388; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 387, 67 C. 48, 49, 489, 70 C. 585.

such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1865.
Rev. 1898, §308.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1894, 1897.
Rev. 1898, §380,
838.
1899, ch. 198.
1893, ch. 256.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

Railroad and steamboat policemen. § 1. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the busi-

1897.
Rev. 1898, §396.
1898, ch. 14, §1.
1907, ch. 51.

ness of transportation in this state, or upon the application of any corporation owning or having control of the roads in any private residence park, commission, during his pleasure, one or more persons designated by such company or by such corporation, who, having been duly sworn, may act, at the expense of such company or corporation, as policemen upon the premises used by such company in its business, or upon its cars or vessels, or upon the roads and lands owned or under the control of such corporation, and every policeman so appointed may arrest any person in his precincts for any offense committed therein and take such person before some proper authority. When any such commission is issued or revoked, the executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

§ 2. Section 78 of the general statutes is hereby repealed.

1897.
Rev. 1898, § 298.
1898, ch. 14, § 3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steamboat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

1895, 1897.
Rev. 1898, § 331.
1899, chs. 13, 39,
172, 174.
1898, ch. 18, § 1.
1898, chs. 8, 17,
46, § 4.
1897, ch. 323, § 4.
1899, ch. 147, § 2.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1899, ch. 198.
1897, ch. 188.
1899, ch. 13.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be

holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1865, 1867.
Rev. 1868, §376.
1869, ch. 261.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1868, 1866.
Rev. 1868, §517.

TITLE SIX. — CHAPTER 51.

1840.
Rev. 1888, §1008.
See §3780.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1882, 1844, 1861.
1867, 1868, 1884.
Rev. 1888, §418.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1856.
Rev. 1888, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits

which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev. 1886, §1328.
1893, ch. 45.
1897, ch. 189.
1908, ch. 149.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1879.
Rev. 1886, §1370.

§ 1130. Four months' notice required in actions against railways. No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault.

1895, ch. 176.
1897, ch. 197.

TITLE SEVEN. — CHAPTER 82.

1801, 146, 1878.
Rev. 1898, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

1807, ch. 207.

Penalty for misconduct of railroad or railway servant causing loss of life. Every servant of any railroad or electric railway company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years.

1878.
Rev. 1898, §1471.
1898, ch. 87.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TITLE SEVEN. — CHAPTER 84.

1858, 1878.
Rev. 1898, §1480.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

— 1871.
Rev. 1898, §1481.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 313.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 113.

§ 1234. Wilful injury to cars or engines. Every person who shall wilfully injure any engine or car used upon any railroad, or any car or motor used upon any street railway, or who shall wilfully and maliciously take or remove the waste or packing from or out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, truck, or motor used or operated upon any railroad or street railway, shall be fined not more than five hundred dollars, or imprisoned not more than three years, or both.

1893.
Rev. 1893, §1472.
1895, ch. 37.
1905, ch. 193.

§ 1235. Nuisances on railroad tracks or in depots. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1896.
Rev. 1893, §1473.

§ 1236. Nuisances on railroad bridges. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1899.
Rev. 1893, §1474.

§ 1241. Wilful injury to electric railway appliances. Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, signal, signal box, switch, or motor attached, appertaining

1895, ch. 73.
1905, ch. 73.

to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1897, ch. 58.

§ 1242. Unlawful appropriation of electric current. Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1906, ch. 76.

Trespass upon street railway cars. Every person who shall wilfully and unlawfully be upon, occupy, or attach himself to the fender, bumper, coupler, draw bar, roof, or other part of the car of any electric or street railway company, not intended for passengers, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899.
Rev. 1898, §1488.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1868, §1517.
1896, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or

abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

1874.
Rev. 1866, §3908.
1860, ch. 44.

TITLE SEVEN. — CHAPTER 88.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1874.
Rev. 1866, §1644.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a rail-

1876.
Rev. 1866, §1573.

road at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1889.
Rev. 1888, § 9837.

§ 1388. Gaming on public conveyances. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

TITLE SEVEN. — CHAPTER 91.

1889. ch. 131.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1887, 1871.
Rev. 1888, § 1601.
1889, ch. 68.
1895, ch. 87.
1903, ch. 126.
1905, ch. 72.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade, or who shall, upon demand by the owner, agent, or person authorized to make such demand, refuse payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1889, ch. 153.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway car or other public conveyance, and every other person whose

duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located,

1780, 1814, 1866.
Rev. 1888,
§§1611, 1621.
1890, ch. 100.

or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

TITLE SEVEN. — CHAPTER 97.

1881, 1874, 1878.
Rev. 1898, §1618.

§ 1504. Venue. Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

TITLE NINE. — CHAPTER 110.

1860, 1722, 1867,
1874.
Rev. 1898, §3002.
1895, ch. 302.
1897, ch. 122.

§ 1770. Arrest without warrant. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

TITLE TEN. — CHAPTER 121.

1899, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space

of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

Assessments of railroads and street railways for street sprinkling. Whenever any municipality shall provide for the sprinkling of any street within its limits and such street shall be crossed at grade by a railroad or street railway, such municipality may assess upon such railroad or street railway the expense for sprinkling that portion of the street which is occupied as a right of way by such railroad or street railway, and may recover the cost of sprinkling such right of way from such railroad or street railway in any proper action.

1909, ch. 285.

TITLE ELEVEN. — CHAPTER 125.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested,

1873, 1881.
Rev. 1888, §2008

whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1899, §2071.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1909, ch. 168.

Damages for injuries by defective roads or bridges. Section 2020 of the general statutes is hereby amended to read as follows: Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter,

or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation, unless the action itself shall be commenced by complaint setting forth the injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, within the time limited for the giving of such notice; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

Penalty for obstructing streets with railroad cars.

1900, ch. 188.

§ 1. No railroad corporation, or receiver or assignee thereof, or its or his servant or agent, shall wilfully or negligently obstruct or unnecessarily and unreasonably use or occupy any highway or street, or shall in any case obstruct, use, or occupy a highway or street with cars or engines for more than five minutes at one time. Any railroad corporation, or receiver or assignee thereof, violating any provision of this section shall be fined not more than one hundred dollars.

Repeal. § 2. Section 2039 of the general statutes as amended by chapter 4 of the public acts of 1903 is hereby repealed.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1881, ch. 257
Rev. 1888, §2040.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad

1878.
Rev. 1888, §2700.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1907, ch. 171.

Real estate of railroad company to be assessed for public improvements. § 1. All real estate, except railroad rights of way, belonging to any railroad corporation in this state, shall be subject to the same obligations as real estate belonging to individuals and private corporations concerning assessments of benefits and damages for municipal or public works and improvements, and the fact that any such real estate is held and used for railroad purposes shall not exempt it from assessment for special benefits on account of such municipal or public works and improvements.

Maintenance and repair of sidewalks; removal of snow. § 2. All such railroad corporations shall conform and be subject to the provisions and requirements of municipal charters and ordinances concerning the maintenance and repair of sidewalks and public places abutting their stations, whether passenger or freight, and concerning the removal of snow and ice from such sidewalks and public places.

1874, 1875, 1882,
Rev. 1888, §2708.
1898, ch. 211.
1901, ch. 66.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of

such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1886.
Rev. 1886, § 9712.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1897, ch. 307.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the select-

1901, ch. 145, § 1

men of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge.

TITLE THIRTEEN. — CHAPTER 144.

Of Grand Army
posts.

State bonds.

Certain municipal
bonds.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1862, 1872.
Rev. 1893, §5890.

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not

apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state. 1877.
Rev. 1888, §3835.

§ 2423. Returns by railroad companies. § 1. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver, shall, on or before the tenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee 1864, 1869, 1871,
1875, 1876, 1898,
1887.
Rev. 1888, §3019.
1907, ch. 115.

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

Meetings of board of equalization to correct returns.

§ 2. Section 2441 of the general statutes is hereby amended to read as follows: The board of equalization shall meet at the treasurer's office at the capitol in every year, on the secular day next succeeding each of the last days limited by the preceding sections of this chapter for making any of the annual returns to the comptroller for purposes of taxation required by either of said preceding sections, at ten o'clock in the forenoon, to examine and correct such returns and the valuations required thereon, and to hear any party making such return in regard to such valuations, and said board may adjourn from time to time within eight days next succeeding the first day of said meetings, respectively, except that in the case of returns by railroad companies said board may adjourn from time to time to within thirteen days next succeeding the first day of said meetings; and if any person shall not make such return as prescribed, or shall make erroneous returns, said board shall, at said meeting hereinbefore fixed, or at some adjournment thereof as aforesaid, make out, upon the best information which it can obtain, the statement required to be made and returned by such person; and a true copy of such statement as corrected or made out by said board shall be returned to each cashier, treasurer, secretary, superintendent, manager, company, association, or partnership, and the valuation of the several items of money and estate, and the amount and number, contained in such statement shall be final, and the sums required shall be paid according to it.

1864, 1869, 1871,
1875, 1882, 1887.
Rev. 1898, §3930.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for railroad purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 108; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1864, 1876.
Rev. 1888, §3021.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862,

1862.
Rev. 1888, §3022.

§ 2426. No deduction because of leased lines in another state not owned.
48 C. 44.

may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1881.
Rev. 1883, §3023.
1896, ch. 74.
1899, ch. 81.
1908, ch. 178.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of railroad or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

1878.
Rev. 1895, §3024.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875.
Rev. 1896, §3088.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title.

1875.
Rev. 1896, §3089.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1875.
Rev. 1896, §3097.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description.

1893, ch. 309.
1906, ch. 364.

Taxation of corporations doing an express business wholly on lines of electric railway. Every corporation conducting an express business wholly on lines of electric or street railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation for its

1907, ch. 293.

express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation used in the conduct of such express business.

1897.
Rev. 1893, §2081.
1899, ch. 171.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

§ 3335. Proxies limited. No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

1881, 1882.
Rev. 1888, §1927.

Proxies at stockholders' meetings. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless a longer term be expressly provided for therein.

1905, ch. 171.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAILROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

Railroad companies. § 1. Every railroad company may hold such real estate as may be convenient for accom-

1905, ch. 126.

plishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter, and transport persons or property thereon by any power.

§ 2. No land shall be taken without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said land may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

§ 3. Sections 3658 to 3669, inclusive, and sections 3672 to 3679, inclusive, of the general statutes are hereby repealed.

1871.
Rev. 1888, §3428.

§ 3670. **Company's powers.** Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

1867, 1868.
Rev. 1888, §3428.

§ 3671. **Right to take land limited. Lands of infants and others.** No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either

natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

CHAPTER 213.

Location and Construction of Steam Railroads.

§ 3680. Taking of land; commissioners' approval. 1849, 1862.
Rev. 1868, §3480.
Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road: but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3681. Deposit by company before approval of layout. 1868.
Rev. 1868, §3480.
Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 86 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 487.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 78 C. 511.

and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1868, 1869.
Rev. 1868, §3461.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1905, ch. 104.

Change of location of canals or water courses. § 1. Upon petition brought by any railroad company, the railroad commissioners may order the location of any canal or water course to be changed by said company for the purpose of enabling its railroad to be more advantageously constructed, maintained, or operated, reasonable notice of such application having first been given to the owner or owners of such canal or water course; and said company shall have power, for the purpose of carrying out any order of the railroad commissioners under this act, to take real estate in the manner provided in section 3687 of the general statutes.

§ 2. The decision of the railroad commissioners upon any petition brought under this act shall be communicated to the petitioner and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing thereon. Any owner of any canal whose

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 68 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

location is changed by the order of the railroad commissioners shall have the same right of appeal from such order as is given by section 3747 of the general statutes concerning appeals from orders relating to stations.

§ 3. Whenever the location of a canal or water course shall be changed as provided herein, the flow of water therein shall not in anywise be interrupted, diminished, or impaired, and the cost of making such change, and of providing a new channel for said canal or water course, together with the cost of the walls, embankments, headgates, flumes, and other structures necessary to render such canal or water course as safe and efficient as before such change, shall be entirely borne by the railroad company which petitions for such change.

§ 4. The provisions of this act shall not apply to the canal of any corporation required by its charter to maintain its canals, or any of them, in a condition for navigation nor to the canal of any corporation chartered for the purpose of improving the boat navigation of the Connecticut river or for the purpose of widening and deepening the channel of said river; but in such cases the provisions of this act shall apply when the written consent of any such corporation to the proposed change shall have first been obtained.

§ 5. This act shall take effect from its passage.

§ 3683. May alter grades. Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 364.
See § 3712.

1893, ch. 262.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1864.
Rev. 1868, §3462.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1861.
Rev. 1868, §3463.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

1849, 1868, 1871,
1874.
Rev. 1888, §3464.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 68 C. 487.

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all

interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1889, ch. 140.

damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

1880, ch. 170.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

1888.
Rev. 1888, §3408.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road.

1900, ch. 87.

Railroad company may petition for elimination of its grade crossings. § 1. Any railroad company may bring its petition in writing to the railroad commissioners, alleging that public safety requires the elimination of the crossing of its railroad at grade by a highway or highways through the removal of such line of railroad between any two contiguous stations or any two points between which there is no station so as to coincide

with some other line of railroad owned and operated by such company between the same two points or stations, and praying that the same may be ordered; whereupon, the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to such company and the municipalities in which such crossing and such two points or stations are situated. If, upon such hearing, it appears to the railroad commissioners that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad to be moved is located, they shall order the removal, and such railroad company shall thereupon have the right to remove its line of railroad to such other line, and to abandon such portion of its railroad as may be removed to such other line, and its franchise thereto.

Orders of commissioners ratified. § 2. All orders of the railroad commissioners heretofore made on the petition of a railroad company, determining and requiring the elimination of grade crossings by the removal of the line of any railroad between any two points or stations to some other line of railroad owned and operated between the same two points or stations, wherein it is found that proper and adequate service will be afforded to the public in the transportation of passengers and freight within the towns in which such line of railroad is located, are hereby ratified and confirmed; and such railroad company may abandon such portion of its railroad as may be or may have been removed to such other line, and its franchises thereto.

§ 3691. Owner may require description of land.

1840.
Rev. 1888, §3407

When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description: and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description.

§ 3692. Plan of road to be deposited with town clerk.

1840.
Rev. 1888, §3408.

Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commis-

sioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken.

1840.
Rev. 1898, §3463.

§ 3693. Statement filed with secretary of state. Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances.

1895, ch. 232, §1.

§ 3694. Condemnation of corporate stock. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1895, ch. 232, §2.

§ 3695. Stockholder may begin proceedings. If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors. 1870.
Rev. 1888, §3470.

Railroad may be operated by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition. 1907, ch. 194.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability. 1862, 1868.
Rev. 1888, §3471.
1889, ch. 92.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience. 1899, ch. 166, §1.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

1899, ch. 106, §4.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build.

1899, ch. 106, §2.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds.

1871.
Rev. 1898, §3472.
1899, ch. 106, §3.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company.

1878.
Rev. 1898, §3473.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887.
Rev. 1898, §3447,
§3475.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified

§ 3705. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

§ 3705. Crossing highways or watercourses. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

1849.
Rev. 1896, §3476.

§ 3706. Appeals. When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concern-

1869.
Rev. 1896, §477.

§ 3706. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 331. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

ing such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1871.
Rev. 1868, §3479.

§ 3707. Land may be taken for change of highway. When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1849, 1863.
Rev. 1868, §3480.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1896, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

§ 3706. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 89 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

1868.
Rev. 1868, §2481.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

1867.
Rev. 1868, §2482.
1897, ch. 70.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1868.
Rev. 1868, §2500.
See §3018.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the

1876, 1877.
Rev. 1868, §2482.
1899, ch. 240, §1.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

§ 3712. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine

warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway;

whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall

1894.
Rev. 1893, §3463
1893, ch. 524, §52,
3.

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 58 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

Penalty for exceeding appropriation; exceptions.

Whenever any specific appropriation of money may have been made by the General Assembly, by the representatives and senators of any county, or by any community or corporation named in the preceding section, every agent, commissioner, or executive officer of the state, or of any county, city, borough, town, or school district, who shall wilfully authorize or contract for the expenditure of any money, or the creation of any debt for any purpose in excess of the amount specifically appropriated for such purpose by the general assembly, the county representatives and senators, or the community or corporation of which he is agent, commissioner, or executive officer, unless such expenditure shall be made or debt contracted for the necessary repair of roads or bridges, or the necessary support of schools or paupers, in cases arising after the proper appropriation has been exhausted, shall be fined not exceeding one thousand dollars, or imprisoned in the county jail not exceeding one year, or both.

1907, ch. 284.

Railroad commissioners may order removal of obstructions to view. § 1. If the view of that portion of the tracks of any railroad, crossing a highway at grade, which adjoins such crossing is obstructed by trees, shrubbery, embankments of earth, or structures of any kind, the railroad commissioners may, after a hearing had upon such notice as they deem reasonable to the company or companies owning or operating such railroad or railroads and to the selectmen of the town, mayor of the city, or warden of the borough wherein such crossing is situated, and to the owners of the land adjoining such crossing, make such orders for or concerning the removal of any such obstruction as will afford an unobstructed view of said railroad tracks and said highway for a distance of at least one hundred and fifty feet in each direction from said crossing. For the purposes of

this act, land or easements in land may be taken in the manner provided by law for the taking of land by railroad companies; all orders of the railroad commissioners pursuant to the provisions of this act shall specifically set forth the limits within which land may be taken, and the nature, purposes, and specific limits of the easements so authorized to be taken by virtue of this act. The whole expense occasioned by any order of said commissioners under the provisions of this section shall be borne and paid by such railroad company.

Appeals. § 2. The provisions of section 3718 of the general statutes relating to appeals are hereby made applicable to this act.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose mentioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1868.
Rev. 1893, §3484.

§ 3716. Highway crossed by more than one railroad. Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1860, ch. 280, §4.
1876.
Rev. 1893, §3490.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages

1876, 1877.
Rev. 1893, §3491,
1899, ch. 217.

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

1899, ch. 280, § 7.
1898, ch. 244.

§ 3719. Repair of structures over or under railroads.
Notice of defect. Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

1907, ch. 260.

Changes in highway passing over or under railroad.
§ 1. When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such highway, the town, city, or borough in which such highway is located may bring a petition to the railroad commissioners in the manner prescribed in section 3713 of the general statutes, and, after the notice prescribed by said section, said railroad commissioners shall proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad com-

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

missioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city, or borough interested therein, and any street railway company whose tracks are located in such highway or which has power to lay its tracks therein as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city, or borough.

Appeals. § 2. The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act.

§ 3720. Reimbursement of towns and cities. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim.

1893, ch. 262.

§ 3721. Penalty for noncompliance. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the

1894.
Rev. 1898, §3485.

commissioners shall give notice of all such forfeitures to such town, which shall collect the same.

1884.
Rev. 1886, §§ 3486,
3487.

§ 3722. Change of highway near railroad. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1895, ch. 276, § 1.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1895, ch. 276, § 2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

1895, ch. 185.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person

1876.
Rev. 1888, §3406.
1889, ch. 148,
259.
1893, ch. 263, §§1,
2, 3.

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any person aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

1897, ch. 307, §1.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued.

1909, ch. 64.

Right of railroad to take land upon discontinued highways. When any highway, or portion thereof, in which are located tracks of any railroad or railway, shall be lawfully discontinued, the company owning or operating such railroad or railway shall have the right, with the approval of the railroad commissioners, to take land for its railroad or railway within the limits of such highway or part thereof discontinued, in the manner provided in section 3687 of the general statutes.

1897, ch. 307, §2.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

1894.
Rev. 1893, §3486.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corpora-

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

tion other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884.
Rev. 1888, §3409.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, §3801,
3608.

§ 3732. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 897.

1866.
Rev. 1866, §3503.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1860, 1874.
Rev. 1866, §3504.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1861.
Rev. 1866, §3505.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

§ 3735. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3736. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 129. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 123. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such service may be made by mailing a registered letter addressed to the secretary of the company.

1861.
Rev. 1868, §2806.
1868, ch. 910.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company.

1861.
Rev. 1868, §2807.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town.

1861.
Rev. 1868, §2808.

earlier grants. 51 C. 408. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 478. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

§ 3738. This section should receive a reasonable rather than a literal construction. 57 C. 444.

1861.
Rev. 1866, §3600.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737.

1861.
Rev. 1866, §3610.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

1908, ch. 79.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter apply to street railways, except when such street railways are located in public streets or highways.

1867.
Rev. 1866, §361.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1867.
Rev. 1866, §3613.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any

railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station.

1886.
Rev. 1888, §3513.

§ 3743. Petition for station on unfinished road. When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

1886.
Rev. 1888, §3514.

1886.
Rev. 1888, §3516.

§ 3744. Abandonment of station regulated. No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1889, ch. 90.

§ 3745. Change of station when line is moved. Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1898, ch. 185.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1874.
Rev. 1898, §3518.
1899, ch. 313.

§ 3747. Appeals from orders relating to stations. Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment,

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

Petition for order to stop trains. § 1. When any railroad company shall refuse to stop any of its passenger trains at any station, the selectmen of any town, the warden and burgesses of any borough, or the mayor and common council of any city, in which such station is situated, may make application in writing to the railroad commissioners praying that such company may be ordered to stop the train or trains mentioned in said application at said station; and said commissioners shall order such notice as they may deem reasonable to be given to such municipal authorities and to the railroad company of the time and place of hearing and shall hear said application. Within ten days after the final date of such hearing the railroad commissioners shall make such order in the premises as they may deem just and proper, and said order shall be communicated to said railroad company and to said applicants, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in section 3747 of the general statutes and with like effect the superior court may, upon application of any party with due notice to adverse parties, amend or change any order passed as aforesaid. Said order may be enforced by mandamus.

1907, ch. 861.

§ 2. This act shall take effect from its passage.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

1897.
Rev. 1898, §3523.
1899, ch. 48.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1897.
Rev. 1898, §3524.
1899, ch. 48.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1897.
Rev. 1898, §3525.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1897.
Rev. 1898, §3526.
1899, ch. 123.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1897.
Rev. 1898, §3527.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1883.
Rev. 1888, §3628.

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

1868.
Rev. 1888, §3631.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state.

1869, 1864.
Rev. 1888, §3630.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days.

1864.
Rev. 1888, §3630.
1869, ch. 181.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or

1869.
Rev. 1888, §3632.

near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage.

1869.
Rev. 1898, §3538.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

1856, 1859.
Rev. 1898, §3584.

§ 3760. Order by commissioners as to connections. When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1898, §3688,
3689.

§ 3761. Facilities for connecting roads; forfeiture. Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discrimi-

nate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1892.
Rev. 1896, §3687.

§ 3763. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1892.
Rev. 1896, §3688.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

1898.
Rev. 1896, §3639.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building pre-

1848, 1864, 1896,
1897, 1872.
Rev. 1896, §3740.
1899, ch. 68.

pared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train is next to move, unless such cards shall be dispensed with by the commissioners.

1909, ch. 166.

Spitting in public places prohibited. § 1. No person shall spit on the paved walk of any public street, park, or square, or upon the floor of any hall or office in any hotel, restaurant, apartment house, tenement, or lodging house which is used in common by the guests or tenants thereof, or upon the floor, platform, steps, or stairs of any public building, church, theater, railway station, store, or factory, or street car or other public conveyance.

Term defined. § 2. The term spitting as used in this act shall be defined as the act of expelling any secretion from the chest, throat, mouth, or nose.

Penalty. § 3. Any person violating the provisions of this act shall be fined not less than one dollar nor more than five dollars, or imprisoned not more than thirty days, or both.

1899.
Rev. 1898, §3684.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state.

1896, ch. 106.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state,

or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1887.
Rev. 1888, §3541.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

1885.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense.

1873.
Rev. 1888, §3543,
3544.

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

1899, ch. 8.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense.

1886.
Rev. 1888, §3646.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1886.
Rev. 1888, §3646.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading. 1889, ch. 212, §1.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected. 1889, ch. 212, §2.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company. 1889, ch. 212 §3.

§ 3777. Penalty for refusing to transport material. Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars. 1879, " Rev. 1888, §3547

§ 3778. Penalty for refusing to give receipt. Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars. 1887. Rev. 1888, §3548.

1861.
Rev. 1898, §3661.

§ 3779. Fire caused by engine; insurable interest.

When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

1861.
Rev. 1898, §3662.

§ 3780. Notice of claim. No action shall be brought

under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1861.
Rev. 1898, §3682.

§ 3781. Land damages not to be affected by fire

risk. No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1866.
Rev. 1898, §3649.

§ 3782. Certain employees to wear badges. All the

conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1905, ch. 908.

Trespass on railroads. § 1. Every person who shall, without right, be upon, or attach himself to, any engine or car upon the track of a railroad, or occupy or be upon any part of the platform or grounds of any station or yard of

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

such railroad, or ride, drive, or lead any beast on said track, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed.

§ 2. Sections 3783 and 3784 of the general statutes are hereby repealed.

System of signals not to be changed without approval of railroad commissioners. No railroad company operating a railroad in this state shall change the character of its system of signals, either as to color or otherwise, until the railroad commissioners, after notice and hearing had, shall have given their written approval of such change.

1907, ch. 126.

§ 3785. **Warnings at grade crossings.** Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1865.
Rev. 1888, §3478.

§ 3786. **Bells and whistles.** Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1888, §3553.

§ 3787. **Bells and whistles to sound at crossings.** Every person controlling the motions of an engine on a railroad shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any

1851.
Rev. 1888, §3554.

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

1899, ch. 6.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1887.
Rev. 1898, §3555.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1898.
Rev. 1898, §3556.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1881.
Rev. 1898, §3557.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1881, 1896.
Rev. 1898, §§3558,
3559.
1896, ch. 189.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners, representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing,

the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section. \

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

1908, ch. 22.

§ 2. This act shall take effect from its passage.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1863, 1869.
Rev. 1888, §3500.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1863.
Rev. 1888, §3501.

§ 3795. Trains to stop at station near drawbridge. Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or

1863.
Rev. 1888, §3502.

leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

1865.
Rev. 1898, §3662.

§ 3796. Complaint of interference with navigation. The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

1863, 1865.
Rev. 1898, §3664.

§ 3797. Switches at railroad junctions. No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

1873.
Rev. 1898, §3665.

§ 3798. Regulation of speed and stops. The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

1853, 1864.
Rev. 1898, §3666.

§ 3799. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall

be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

Railroad commissioners to have power to regulate number of employes on trains. § 1. The railroad commissioners shall have power to order, after a public hearing, such changes in the number of employes upon freight or passenger trains as in their opinion will conserve the public safety or the safety of such employes. 1900, ch. 219.

Penalty. § 2. If any company shall fail to place upon any of its trains the number of brakemen required by the provisions of the general statutes or in pursuance of the foregoing provisions of this act, it shall forfeit twenty-five dollars to the state for each day of such neglect, to be recovered by the state's attorney in the county where such offense is committed.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved. 1863, 1881. Rev. 1888, §3807.

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents. 1883. Rev. 1888, §3808.

1894.
Rev. 1898, §3068.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 87.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

1905, ch. 149.

Bonds of railroad and railway companies. § 1. Every railroad company or street railway company may borrow money and give its bonds therefor, signed by its president and countersigned by its treasurer, and may dispose thereof as authorized by its stockholders. Any bonds issued by virtue of the general authority conferred by this act shall, before being issued, be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond so issued. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter a memorandum of such cancellation in his register. No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the general assembly, outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad or railway, and any false swearing in the matter shall be perjury; provided, that nothing herein contained shall affect the authority heretofore given by law to street railway companies chartered before the close of the session of the general assembly of 1895 to have bonds outstanding to the amount of seventy-five per centum of said sum certified as aforesaid. The comptroller shall not permit the bonds of any railroad company or street rail-

way company, issued under authority of this act, registered in his office and uncanceled, to exceed the amount limited in this section.

§ 2. Any railroad company or street railway company may secure its lawfully issued bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, or other trustee, in trust for the holders of such bonds. Such mortgage shall be recorded in the office of the secretary of the state and need not be recorded in the records of towns within which the property so mortgaged is situated.

§ 3. When any railroad company or street railway company has mortgaged, or shall mortgage, its railroad or railway, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, cars, and other personal property, and of its property, whether real or personal, thereafter to be acquired by it for use upon said railroad or railway, such mortgage shall be deemed valid and effectual as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of the state shall be sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

§ 4. Sections 3804, 3805, 3806, 3808, and 3848 of the general statutes are hereby repealed.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1888.
Rev. 1888, §§ 3447,
3448.

1855.
Rev. 1893, §3873.

§ 3809. Surrender of road to mortgage trustee.

When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1856.
Rev. 1893, §3874.

§ 3810. Liability of trustee limited.

When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

1858.
Rev. 1893, §3875.

§ 3811. Trustee to make inventory.

The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1858.
Rev. 1893, §3876.

§ 3812. Trustee to render accounts; may complete foreclosure.

The trustee, while operating such road, shall file
§ 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead. 1866
Rev. 1896, §3577.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees. 1868.
Rev. 1896, §3578.

§ 3815. Trustee to have same powers as corporation. When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof. 1874.
Rev. 1896, §3579.

§ 3816. Administration expenses to be deducted from earnings. The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, 1868.
Rev. 1896, §3580.

shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1897, ch. 88, §1.

§ 3817. Purchasers under foreclosure may reorganize corporation. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §52,
3, 4.

§ 3818. Certificate of incorporation. The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3586,
3587, 3588.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce com-

mission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1878.
Rev. 1898, §3800.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1894.
Rev. 1898, §3800.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the rail-

1899, ch. 198.

road commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

CHAPTER 217.

Street Railway Companies.

1905, ch. 944.

Construction plans to be submitted to local authorities. § 1. When any company shall have been chartered by the general assembly for the purpose of operating street railways, such company may construct and operate its railway, with one or more tracks and all necessary equipments and appurtenances, upon and along the routes, highways, and public grounds permitted by said company's charter and the amendments thereto, but before such company shall proceed to construct such railway, or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modi-

fications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid or approved on appeal by the railroad commissioners or the superior court, as provided in sections 3832, 3833, and 3834 of the general statutes.

§ 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within their respective jurisdictions, shall have power to make reasonable orders regulating the speed at which any street railway company may run its cars upon any highway; but none of such authorities shall, by such orders, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

Regulation of
speed.

§ 3. Sections 3823 and 3841 of the general statutes are hereby repealed.

Local authorities to direct location of tracks and permanent structures on highways. Section 3824 of the general statutes as amended by chapter 219 of the public acts of 1907 is hereby amended to read as follows: The selectmen of each town, the mayor and common council of each city, and the warden and the burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in sections 3832 and 3843 of the general statutes, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures, or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in grade of such railway, and may make all orders necessary to the exercise of such power of control; provided, that orders concerning relocation, removal, and

1900, ch. 184.

changes in grade, except upon the application of the company operating such railway, shall be made only for the purpose of public improvement; and the cost of any such relocation, removal, or change of grade ordered upon the application of such company shall be paid by such company. Such orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall at its own expense comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out such orders and recover the expense thereof from such company in an action on this statute, or may proceed by a writ of mandamus to compel such company, at its own expense, to carry out such orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where such tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where such tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. When ever any town, city, or borough shall change the grade of any such highway after the tracks of any street railway company have been duly located thereon, such company shall comply with any reasonable order to temporarily remove its tracks for the purpose of such change, and, when such change has been completed, shall conform the grade of its tracks to the newly established grade of the highway, and such company shall pay all the costs of changing its tracks and one-half of the cost of the necessary excavating, filling, resurfacing, paving, or other construction work within lines two feet on the outside of each outer rail of such tracks. Such city, town, or borough shall pay the rest of the cost of changing the grade of such highway.

1901, ch. 156, §11.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such

warden and burgesses or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

§ 3826. Local authorities may change orders. The 1898, ch. 109, §11.
town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824.

§ 3827. Orders relating to grade. No order shall be 1896, ch. 126, §1.
issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein.

§ 3828. Selectmen to file orders for record. Penalty. 1896, ch. 126, §8.
Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars.

§ 3829. Tracks not to be laid until order is lodged for record. 1896, ch. 126, §9.
No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk.

§ 3830. Commissioners to direct method of construction. 1901, ch. 156, §8.
The railroad commissioners, subject to the right of

appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

1901, ch. 156, §4.

§ 3831. Orders on company's application. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

1901, ch. 156, §5.

§ 3832. Company may appeal to commissioners. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commis-

§ 3833. Notice to company may be by mail. 73 C. 337.

sioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

Paving of city streets by street railway companies.

1902, ch. 200.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

§ 3833. Commissioners may amend order.

1901, ch. 156, §7.

Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

§ 3834. Appeal to superior court.

1901, ch. 156, §8

Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

§ 3835. Right of certain companies to lay tracks to

1896, ch. 160, §4.

cease. In case any street railway company, which, since the

first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

1893, ch. 160, §5.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

1893.
Rev. 1893, §43507,
8508.
1893, ch. 160, §6.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails

thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1863.
Rev. 1893, § 3507.
1893, ch. 100, § 9.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judg-

1893, ch. 100, § 10.

ment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

1898, ch. 169, §7.
See §3845.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

1909, ch. 208.

Taxation of corporations doing an express business wholly on lines of electric railway. Section one of chapter 264 of the public acts of 1905 as amended by chapter 268 of the public acts of 1907 is hereby amended to read as follows:

Every corporation, person, or partnership conducting an express business wholly on lines of electric railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by such person, or, in case of a corporation or partnership, by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation, person, or partnership for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation, person, or partnership shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation, person, or partnership used in the conduct of such express business.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars. 1901, ch. 127.

§ 3843. Appeal by adjoining owner. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall 1896, ch. 263, §2.
1901, ch. 156, §6.

be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1893, ch. 160, § 12.
1897, ch. 105.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1900, ch. 101.

Railroad may make alterations for public safety. Whenever any street railway is located and constructed in part on private way, upon the written petition of the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough in which such private way is situated, or of the company owning or operating such railway, the railroad commissioners, after reasonable notice of the time and place of hearing thereon shall have been given to the petitioners, the company, and the persons interested in the land adjoining such private way, shall find that public safety and convenience require an alteration in such location, the company owning such railway may so far alter such location as to change the radius of its curves, the width of its layout, its slopes and embankments, may straighten and improve its lines and extend its lines of sight, and, with the written approval of said commissioners prescribing the extent, may take land for such purposes in the manner provided in section 3687 of the general statutes.

1897, ch. 37.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

Cars equipped with air brakes to be provided with seat or stool, when running outside of the limits of a city or borough. Exception. § 1. Every company owning or operating a street railway in this state shall cause each of its cars having an air brake, and when running outside the territorial limits of any city or borough, to be provided with a seat or stool for the use of the motorman operating such car or the person having the motive power of the same under control; provided, that the railroad commissioners may exempt from the provisions of this act any line or parts of a line, or any cars of such a company if, after public hearing, they shall find that the presence of such seats upon such line, parts of line, or cars would endanger or inconvenience any person or persons traveling or being legally upon such lines or cars.

1909, ch. 287.

Penalty. § 2. Any company owning or operating any such car which shall neglect or refuse to cause the same to be provided with a seat or stool for the use of the motorman operating the same or the person having the motive power of such car under control, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

§ 3. This act shall take effect October 1, 1909.

Facilities for travel on connecting railways. § 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to other street railways connecting with such railway.

1907, ch. 226.

Powers of railroad commissioners. § 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city, or borough to comply with the provisions of section one of this act, may bring a petition in writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after

final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

§ 3. This act shall take effect from its passage.

1893, ch. 169, §8.
1897, ch. 243.

§ 3846. Building of parallel roads regulated. No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the first day of November in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the fifteenth day of October next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to any person applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

1901, ch. 67.

Approved, April 5, 1905.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1876.
Rev. 1899, §3004.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and

1899, ch. 2, §§1, 2.

singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch. 2, § 3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original stockholders or corporation, and shall be subject in all shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch. 2, §§ 4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner and form as aforesaid, said proceedings for reorganization shall be void.

1893, ch. 100, § 16.

§ 3853. Use of tracks by another company. When two or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize

such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway; or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state. 1898, ch. 169, §18.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power. 1864.
Rev. 1888, §3864.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city. 1861.
Rev. 1888, §3860.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company. 1874.
Rev. 1888, §3860.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to 1874.
Rev. 1888, §3861.

be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

1861.
Rev. 1898, §3603.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1898, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1898, ch. 169,
§§19, 18.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1899, ch. 168.
1898, ch. 208.
1896, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

§ 3863. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

§ 3864. Commissioners may apportion expenses. In 1895, ch. 223, §2.
1901, ch. 166, §2.
proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding. 1895, ch. 223, §3.
1901, ch. 166, §3.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating 1895, ch. 223, §4.
2.

such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1896, ch. 332, § 52,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1896, ch. 130.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1906, ch. 232.

Railroad to repair highway bridges, where its operation has made such bridges unsafe. § 1. Whenever any highway bridge, over which a street railway is operated, shall become unsafe for public travel, the company operating such railway shall pay the whole expense of repairing, strengthening, or reconstructing such bridge if such bridge would be safe for public travel if such railway were not operated over it. But if such bridge would be unsafe for public travel, if such railway were not operated over it, then so much of the expense of repairing, strengthening, or reconstructing such bridge shall be paid by such railway as may be equitable. In the event of any

disagreement between such railway company and the town or towns bound by law to maintain such bridge as to the necessity of repair or reconstruction, or as to the character of such repair or reconstruction, or as to the apportionment of the expense thereof, the railroad commissioners, upon application of any party in interest and after due hearing, shall, subject to the provisions of section 3832 of the general statutes, make such orders as they shall deem necessary in the interest of public safety for the repair, strengthening, or reconstruction of such bridge, and shall determine, in accordance with the principle herein stated, what portion of the expense thereof shall be borne by such railway company.

Provisions not to excuse noncompliance with its charter, or the charter of city, or borough, or the statute law of the state. § 2. Nothing herein contained shall be construed to excuse any railway company from the duty of repairing or maintaining bridges imposed upon it by its charter, or the charter of any city or borough, or relieve said railway company from the obligation imposed by sections 3719, 3740, and 3868 of the general statutes.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

1895, ch. 221, §2.
1897, ch. 241, §1.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order re-

1897, ch. 241, §2.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

lating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1909, ch. 82.

Railroad commissioners may order street cars to be equipped with air brakes. § 1. Whenever the railroad commissioners deem it necessary, in the interests of the public, that any or all of the cars operated by any street railway company upon any highway in this state shall be equipped with air brakes or other sufficient brakes, said railroad commissioners may order the company operating such cars to equip such cars with brakes, operated by air or otherwise, of such kind and in such manner as said railroad commissioners may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, alter, modify, or revoke any such order.

Penalty. §2. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to brakes made pursuant to the provisions of section one of this act shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1895, ch. 281, §1.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads.

1865.
Rev. 1893, §3805.
1893, ch. 103, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually,

on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1885.
Rev. 1886, § 3805.
1893, ch. 103, § 14.
1895, ch. 128.
1897, ch. 153, § 1.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1897, ch. 309.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

1899, ch. 63.

§ 3876. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

1902, ch. 85.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

§ 2. This act shall take effect from its passage.

1907, ch. 223.

Certificate of merger to be filed with secretary. Whenever any railroad or railway company, pursuant to any authority contained in its charter, shall have acquired any of the franchises of any other corporation or consolidated or merged with or in any other corporation, such railroad or railway company shall, upon consummation of such acquisition, consolidation, or merger, file with the secretary of the state a certificate, signed and sworn to by its president or its secretary, setting forth the fact of such acquisition, consolidation, or merger and, in case of consolidation or merger, the name of the consolidated corporation.

CHAPTER 218.

Railroad Commissioners.

1863, 1868, 1865,
1874, 1877, 1897.
Rev. 1898, §3412.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad com-

missioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner.

1877.
Rev. 1898, §3414.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877.

1877.
Rev. 1898, §3415.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there.

1871, 1874, 1877.
Rev. 1898, §3416.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents.

1877.
Rev. 1898, §3417.
1901, ch.156, §13.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall

1877.
Rev. 1898, §3418
1901, ch.156, §12.

pay to the treasurer the amount so apportioned to them respectively.

1868.
Rev. 1868, §9419.
1901, ch. 156, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1868, §9423.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

1849.
Rev. 1868, §3490.

§ 3885. Notices concerning layout and real estate. Before the commissioners shall approve the layout of any rail-

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

road, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1866.
Rev. 1866, §3421.
1901, ch. 156, §1.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1850, 1864, 1869.
Rev. 1866, §3422.
1901, ch. 156, §2.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visit-

1864.
Rev. 1866, §3424.

§ 3889. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

ing the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1883, 1884.
Rev. 1888, §3425.
1890, ch. 316.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

1907, ch. 348.

Order for heating and lighting cars. Section 3890 of the general statutes is hereby amended to read as follows: The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars.

1894.
Rev. 1898, §3408.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

1894.
Rev. 1898, §3408.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the

tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

§ 3893. General orders regarding crossings. Penalty. The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1898.
Rev. 1898, §3498.

§ 3894. Speed of trains in cities and boroughs. The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1895, ch. 138.

§ 3895. Recommendations by commissioners. The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public

1898.
Rev. 1898, §3498.
1901, ch. 158, §9.

safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1888, §3427,
3428.

§ 3896. Guard rails on bridges. Penalty. When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1863.
Rev. 1888, §3429.

§ 3897. When officers or company may be enjoined. If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1872, 1881.
Rev. 1888, §3430,
3431.
1901, ch. 156, §15.

§ 3898. Commissioners may examine witnesses. The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1853, 1876, 1883.
Rev. 1888, §3432.
1896, ch. 204.
1901, ch. 156, §10.

§ 3899. Commissioners' report. The commissioners shall make an annual report of the general conduct and con-

dition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1864.
Rev. 1868, §3406.

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures.

1864.
Rev. 1868, §3407.

General Penalty.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars.

Rev. 1868, §3607.

TITLE THIRTY.— CHAPTER 226.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee.

1875.
Rev. 1868, §2960.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

1846.
Rev. 1868, §3071.

1906, ch. 1.

Railroad and railway companies. § 1. No length of possession, user, or occupancy of land belonging to a railroad or street railway corporation and used for its corporate purposes shall hereafter create or continue any right in or to such land.

§ 2. No length of possession, user, or occupancy by a railroad or street railway corporation of land belonging to another shall hereafter create or continue any right in or to such land.

TITLE THIRTY. — CHAPTER 230.

1886.
Rev. 1886, §2874.

§ 4068. **Use of barbed wire regulated.** No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated.

1899, ch. 126.

§ 4069. **Barbed wire between adjoining premises.** No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars.

1890, ch. 143.
1897, ch. 52.

§ 4070. **Use of barbed wire prohibited.** No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars.

TITLE THIRTY-ONE. — CHAPTER 232.

1880.
Rev. 1886, §1986.

§ 4117. **Unclaimed damages for land taken to be paid to state treasurer.** When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed

and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

TITLE THIRTY-TWO. — CHAPTER 233.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

1871.
Rev. 1888, §3022.

TITLE FIFTY-SIX. — CHAPTER 283.

§ 4800. Board of civil engineers. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this state, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger.

1878.
Rev. 1888, §3096.

§ 4801. Term of office; fees. The members of said board shall be sworn to faithfully and impartially perform the duties imposed upon them by this chapter, and shall continue in office for the term of two years and until others are appointed in their stead. They shall each receive ten dollars per day and all necessary and reasonable expenses while actually employed.

1878.
Rev. 1888, §3097.

§ 4802. Inspection of dams; notice; expenses. The mayor and aldermen of any city, the warden and burgesses of

1878.
Rev. 1888, §3098.

any borough, or a majority of the selectmen of any town, upon the application of two or more persons or corporations who would suffer loss or damage by the breaking away of any dam or reservoir within said city, borough, or town, shall forthwith inspect the same, and if in their opinion said dam or reservoir is not sufficiently strong and substantial to withstand the action of water under any circumstances which may reasonably be expected to occur, they shall at once notify one or more of the board of civil engineers to inspect the said dam or reservoir with them, and if in the judgment of said engineer said dam or reservoir is unsafe, such municipal authorities shall serve notice on the person owning or having the care and control of the same to place said dam or reservoir in a safe or permanent condition, under the supervision of one of said board of civil engineers; when such repairs are completed and accepted by said civil engineer he shall issue a certificate to said persons owning or controlling the same, and also cause to be recorded upon the records of the town in which said dam is located his doings with a copy of the certificate so issued; but if said engineer shall find said dam or reservoir to be secure and safe, then the expense of such inspection shall be paid by the town in which said dam or reservoir is located.

1878.
Rev. 1888, §3690.

§ 4803. Approval of new dams. Before any person or corporation shall construct a dam or reservoir in a locality where life or property may be endangered through the insufficiency thereof, the plans and specifications for such dam or reservoir shall be submitted to a member of said board of civil engineers, who shall examine the ground where the dam or reservoir is to be built and the plans and specifications therefor; if he approve the same, he shall issue a certificate authorizing the construction of such dam or reservoir. No such dam or reservoir shall be constructed without such approval and certificate.

1878.
Rev. 1888, §3700.

§ 4804. Inspection of work; certificate of approval. The engineer, under whose authority a dam or reservoir is being constructed, shall inspect the work or cause the same to be inspected at least three times before completion; and if he shall be satisfied that such dam or reservoir has been built in a substantial and safe manner, in accordance with the plans and specifications approved by him, and is strong and secure, he shall issue a certificate approving the same, which certificate shall be recorded in the office of the town clerk of the town in which such

dam or reservoir is located. No such dam or reservoir shall be used until such certificate is obtained and recorded.

§ 4805. Compensation. The compensation and expenses of the board of engineers, or any of them, when acting under the provisions of §§ 4802, 4803, or 4804, shall be paid by the person owning or constructing the dam or reservoir.

1878.
Rev. 1888, §3701.

§ 4806. Penalty. Every person who shall build any dam or reservoir except in compliance with the provisions of this chapter, or shall use a dam or reservoir when constructed before he shall have obtained a certificate as provided in § 4804, shall forfeit five hundred dollars for the use of the state. Any person constructing a dam or reservoir, or using any such dam or reservoir when constructed without complying with the provisions of §§ 4803 and 4804, may be enjoined from constructing or using any such dam or reservoir.

1878.
Rev. 1888, §3702.
1892, ch. 213.

§ 4807. State's attorney to sue for penalty. The state's attorney of the county in which such dam or reservoir may be located, upon the complaint of any engineer designated under the provisions of this chapter shall institute an action to recover such forfeiture and to enjoin the construction and use of such dam or reservoir. The superior court may render all judgments necessary to carry into effect the provisions of this chapter.

1878.
Rev. 1888, §3702.
1893, ch. 213.

Provisions of chapter 283 not applicable to certain ice ponds and fish ponds. The provisions of chapter 283 of the general statutes, concerning the construction of dams, shall not apply to any farmer or to any hunting or fishing club or organization of like nature, constructing a dam, pond, or reservoir, on his or its own land for the purpose of cutting ice or breeding fish; provided, that such pond or reservoir shall not exceed one acre in area.

1907, ch. 80.

Hours of labor of telegraph operators and train dispatchers limited. § 1. It shall be unlawful for any person, persons, corporation or receiver operating a line of railroad wholly or partly within this state, or any officer, agent, or representative of such corporation or receiver, to require or permit any telegraph or telephone operator, who spaces trains by the use of the telegraph or telephone, under what is known and termed the "block system," defined as follows: reporting trains

1907, ch. 242.

to another office or officers, or to a train dispatcher operating one or more trains under signals, and telegraph or telephone levermen who manipulate interlocking machines in railroad yards or on main tracks out in the lines connecting side-tracks or switches, or train dispatchers in its service whose duties substantially, as hereinbefore set forth, pertain to the movement of cars, engines, or trains on its railroad by the use of the telegraph or telephone in dispatching or reporting trains or receiving or transmitting train orders, as interpreted in this section, to be on duty for more than eight hours in a day of twenty-four hours, and it is hereby declared that eight hours shall constitute a day of employment for all laborers or employees engaged in the kind of labor aforesaid; provided, that at stations that are kept open only during the daytime, where only one telegraph or telephone operator is employed, such operator may work twelve hours in a day of twenty-four hours, and that the hours of service of telegraph or telephone operators, as interpreted in this section, shall be consecutive, including one meal hour; and provided, further, that in case of sickness, death, wrecks, or washouts, telegraph or telephone operators may be held on duty not to exceed sixteen hours in a day of twenty-four hours.

Penalty. § 2. Any person or persons, company, or corporation who shall violate any of the provisions of the preceding section shall, on conviction, be fined not more than one thousand dollars.

§ 3. This act shall take effect January 1, 1908.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1898, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to

§ 4866. Cited 63 C. 489.

be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

An Act Concerning Corporations.

PART I.

GENERAL PROVISIONS.

§ 1. **Application.** The provisions of this part shall apply to all corporations heretofore and hereafter organized under any general or special law of this state, except when otherwise expressly stated, but shall not be held or construed to alter or affect any provision of any special charter inconsistent herewith, except as provided in section 37 of this act.

1908, ch. 194.

§ 2. **Name and location.** The name of every corporation hereafter formed shall be such as to distinguish it from any other corporation organized under the laws of this state and from any other corporation engaged in the same business or promoting or carrying out the same purposes in this state, and every such name shall begin with "The" and end with "Company" or "Corporation," or have the word "Incorporated" immediately after or under the name. Every corporation shall be located in some town in this state.

§ 3. **General powers.** Every corporation shall have power, subject to such provisions and limitations as may be contained in its charter, certificate of incorporation, articles

of association, or in any statute affecting it: (1) To have succession by its corporate name for the time stated in its charter, certificate of incorporation, or articles of association, and, when no period is limited, perpetually: (2) To sue and be sued and complain and defend in any court: (3) To make and use a common seal and alter the same at pleasure: (4) To hold, purchase, sell, and convey such real and personal estate as the purposes of such corporation shall require, and all other property which shall have been in good faith mortgaged or conveyed to it by way of security or in satisfaction of debts or by purchase at sales upon judgments or decrees obtained for such debts: (5) To elect or appoint, in such manner as it may determine, all necessary or proper officers and agents and to fix their compensation and define their powers and duties: (6) To make by-laws, consistent with law, fixing the number of its directors and for its government, the regulation of its affairs, and the management of its property: (7) To wind up and dissolve itself, or to be wound up and dissolved, in the manner provided by law.

§ 4. Power to transact business outside the state.

Every corporation organized under the provisions of this act, and every corporation heretofore or hereafter organized under any general or special law of this state, shall have power, subject to the limitations of its charter, certificate of incorporation, articles of association, or any statute affecting it, to carry on business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 5. Dividends restricted. No corporation shall pay any dividend or make any other distribution of its assets except from its net profits or actual surplus, unless in accordance with the law allowing the reduction of stock, or upon the dissolution of the corporation. The secretary shall enter the name of every director voting for any dividend, or any other distribution of the assets, upon the records of the corporation. Every director voting for a dividend or other distribution of assets in violation of this section shall be fined not more than five hundred dollars. If such payment or distribution renders a corporation insolvent, the directors so

voting shall be jointly and severally liable, to the amount so paid or distributed, to any creditors existing at the date of such vote who shall obtain judgment against such corporation on which execution shall be returned unsatisfied. No such dividend shall be paid or distribution made unless duly voted by the directors of the corporation.

§ 6. Liability for causing insolvency by reducing stock. In case the reduction of the capital stock of any corporation shall render it insolvent, at the time of such reduction, the stockholders voting in favor of such reduction shall be jointly and severally liable, to the amount of such reduction, for all debts of the corporation existing at the time of such vote, after judgment has been obtained against the corporation and execution has been returned unsatisfied. The records of the corporation shall show the name of every stockholder voting in favor of such reduction. No such reduction shall be valid unless the names of the assenting stockholders appear of record as aforesaid, nor unless, within thirty days from the date of the vote authorizing such reduction, a copy of the certificate filed in the office of the secretary of the state shall be published twice a week for two successive weeks in a newspaper published in this state and having a circulation in the town in which such corporation is located.

§ 7. New certificates. The directors, after a reduction of capital stock, may require each stockholder to return his old certificate, and upon the return thereof shall issue a new certificate for the number of shares to which he is entitled after the reduction; and such corporation, after such reduction, may increase its capital stock to any amount authorized in its charter, certificate of incorporation, articles of association, or in any statute affecting it.

§ 8. Loans to officers restricted. No officer or director of any manufacturing corporation shall borrow any of the funds of the corporation or use the same for any purpose other than the business of the corporation without paying interest to such corporation for the use of such money, and without a majority vote of all the directors of such corporation and without furnishing adequate security for such loan.

§ 9. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may by its board of directors distribute to the persons employed in its service, or any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution by a majority vote of all the stockholders at a meeting warned and held for the purpose.

§ 10. Directors. The property and affairs of every corporation having a capital stock shall be managed by three or more directors, except that the charter of a specially chartered corporation may provide otherwise. Such directors shall be stockholders, except as hereinafter provided, and shall be chosen annually by the stockholders at such time and place as may be provided by the by-laws, and shall hold office for one year and until others are chosen and qualified in their stead; but the original or amended certificate of incorporation of any corporation to which the Corporation Act of 1901 now applies may provide for the classification of the directors, either as to their term of office, or as to their election by one or more classes of stockholders exclusively, or both; provided, that no director shall be elected for a shorter term than one year nor for a longer term than five years and the classification shall be such that the term of one or more classes shall expire each succeeding year. The directors or trustees of any corporation, or the governing board of any corporation having no directors or trustees, may fill any vacancy in their own number for the unexpired portion of the term or until such corporation shall fill such vacancy. A majority of the directors shall constitute a quorum for the transaction of business unless it is provided in a by-law adopted by a stockholders' meeting that less than a majority shall constitute a quorum. The board of directors of any corporation, by the affirmative vote of a majority of the whole board, may appoint from the directors an executive committee and such other committees as they may deem judicious, and, to such extent as shall be provided in the by-laws, may delegate to such committees any of the powers of the board of directors. If any corporation holds any stock in any other corporation,

one director or executive officer of the corporation holding the stock as aforesaid may be chosen director of such other corporation whether he is a stockholder in such other corporation or not, but not more than one director or executive officer of the corporation holding the stock shall be a director in the other corporation unless eligible as a stockholder therein. At least once in each year the directors of every corporation shall make a full and detailed report of the financial condition of the corporation to its stockholders, which report shall be filed with the treasurer of the corporation, or, if there be no such officer, with the president, and be subject to the inspection of the stockholders at all reasonable times. Such report shall contain a statement of the number of shares of stock and the amount of other securities issued by any other corporation and owned by the corporation making the report, with the name and location of such other corporations. Subject to the by-laws adopted by the stockholders, the directors of any corporation may make and alter by-laws.

§ 11. Corporation may acquire its own stock. Any corporation not prohibited by any provision in its charter, articles of association, or certificate of incorporation or by any general law, except a bank, trust company, or life insurance company, may acquire, purchase, and hold the stock or securities of any other corporation. Any such corporation, except a bank, trust company, or life insurance company, may acquire, purchase, and hold its own stock. No corporation shall acquire, purchase, and hold its own stock unless to prevent loss upon a debt previously contracted, except with the approval of stockholders owning three-fourths of its entire outstanding capital stock given at a stockholders' meeting warned and held for the purpose; and such corporation shall not vote upon shares of its own stock. No corporation shall purchase any of its own stock when it is insolvent, or by such purchase render itself immediately insolvent. If any corporation shall purchase its own stock when it is insolvent, or so render itself immediately insolvent, the directors assenting to such purchase shall be personally liable for any debts of such corporation existing at the time of such purchase. The president and treasurer of every corporation acquiring its own stock under the provisions of this section shall, within six months thereafter, make, sign, and swear to

and file in the office of the secretary of the state a certificate stating the number of shares of its own stock so acquired, and the secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 12. Receipts for payment of stock subscriptions; directors' liability. No corporation shall issue any certificates for stock until the stock has been subscribed and paid for in full. The treasurer of such corporation shall issue and deliver to each subscriber a receipt, countersigned by the secretary and under the corporate seal, stating the amount such subscriber has paid on his subscription, and the number of shares of full paid and non-assessable stock for which he or his transferee, upon the payment of the balance due upon his said subscription, will be entitled to receive a certificate. Said officers shall enter upon such receipt the dates and amounts of all subsequent payments. The persons to whom such receipts are issued shall be deemed to be stockholders. If any stock shall be paid for otherwise than in cash, a majority of the directors shall make and sign upon the record book of the corporation a statement showing particularly of what the property received in payment for stock subscriptions consists, and that it has an actual value equal to the amount for which it is so received. The judgment of the directors as to the value of property accepted in payment of stock shall be final; but the directors concurring in the judgment of such value, in case of fraud in the over-valuation of such property, shall be jointly and severally liable to the corporation for the amount of the difference between the actual value of any property so accepted in payment at the time of such acceptance, and the amount for which it is received in payment. The secretary shall keep a record of the names of the directors concurring in such judgment of value.

§ 13. Calls for stock subscriptions. The directors of every corporation may call in the subscriptions to its capital stock by instalments in such proportion and at such times and places as they think proper, provided they give its subscribers or stockholders such notice as the by-laws provide, or, in the absence of such provision, such notice as they deem reasonable, of the amount of such instalments and the time when they are payable.

§ 14. Stock subscriptions not made in good faith.

When any commissioners or incorporators authorized to receive subscriptions to the capital stock of any corporation shall be satisfied that any subscription is not made in good faith, they shall disallow it, and return to the person subscribing such instalment as has been paid by him.

§ 15. Stock certificates. Upon payment in full for his stock and the surrender of treasurer's receipts, if any, each stockholder shall be entitled to a certificate under the seal of the corporation, which shall be signed by the president or vice-president and by the secretary or assistant secretary or the treasurer or assistant treasurer, certifying the number of shares owned by him in such corporation.

§ 16. Stockholders' liability. Every stockholder, whether an original subscriber or not, shall be liable for any balance due on the stock held by him. If a corporation is placed in the hands of a receiver or a trustee in insolvency or bankruptcy, such receiver or trustee shall have the powers of the board of directors in calling in instalments on stock. If a creditor of a corporation shall obtain a judgment against it, and execution thereon shall be returned unsatisfied, such creditor may recover from any stockholder in such corporation the balance remaining due and unpaid on any stock held by him, so far as may be necessary to satisfy the debt. No subscriber for or holder of stock shall be liable as such for any payment of such stock, or for any debt of the corporation, after the par value of his stock has been paid.

§ 17. Fractional shares or rights. No certificate for fractions of shares shall be issued. Whenever fractional rights result from an increase or reduction of capital stock and the stockholders fail to combine the same by purchase or sale, the directors shall, after due notice, sell such rights to the highest bidder and issue proper certificates therefor.

§ 18. Stock books. At least three days before every stockholders' meeting, a complete list of the stockholders entitled to vote, arranged in alphabetical order, shall be prepared by the directors. Such lists shall be open to inspection by any stockholder at the time and place of the meeting. Upon the neglect or refusal of the directors to produce such

list at any meeting, they shall be ineligible for election as directors or to any office in such corporation for one year thereafter. The stock ledger, if there be one, otherwise the transfer books of the corporation, shall be *prima facie* evidence as to who are stockholders. The original or duplicate books of any corporation in which the transfers of stock shall be registered, and the original or duplicate books containing the names and addresses of the stockholders and the number of shares held by them respectively, shall, at all times during the usual hours of business, be open to the examination of every stockholder at its principal office or place of business in this state, and such original or duplicate books shall be evidence in all courts of this state.

§ 19. Lost certificates. Every corporation may issue a new certificate of stock, or treasurer's receipt for payment on subscription for stock, in place of any certificate or receipt issued by it which is claimed to have been lost or destroyed, and the directors may, in their discretion, require the owner of a lost or destroyed certificate or receipt, or his legal representatives, to give bond to the corporation in such sum as the directors may direct, not exceeding twice the value of the stock or receipt, to indemnify the corporation against any claim that may be made against it on account of the issue of such new certificate or receipt; and a new certificate or receipt may be issued without requiring any bond when, in the judgment of the directors, no bond is necessary. The superior court in the county wherein such corporation is located shall, for due cause shown, upon complaint of the owner of a lost or destroyed certificate or treasurer's receipt, order the delivery to him by said directors of a new certificate or receipt in lieu thereof, and may require a proper bond for the protection of the corporation and of any person who may be interested in the lost certificate or receipt.

§ 20. Pledge of stock. Shares of stock in any corporation organized under the laws of this state or of the United States, or treasurer's receipts for payment on subscription to the stock of any corporation organized under the laws of this state, may be pledged by delivering the certificate of such stock or such receipt to the pledgee, with a power of attorney for its transfer; but no such pledge shall be

effectual to hold such stock against any person other than the pledgor, his executor, or administrator, unless there shall be an actual transfer of the same upon the books of the corporation, or unless a copy of such power of attorney shall be filed with the corporation.

§ 21. Stock transfer; corporation lien. The stock of every corporation, except when otherwise provided in the charter of a specially chartered corporation, shall be personal property, and, with the treasurer's receipt for payments on stock subscriptions, shall be transferable only on its books in such form as the by-laws shall prescribe. Whenever any transfer of stock shall be made for collateral security, the entry of the transfer on the books of the corporation shall state that it is made for collateral security. Every corporation shall at all times have a lien upon all of its stock owned by any person for all debts, including instalments duly called in, due to it from him, and may sell the debtor's interest in said stock, or in so much thereof as may be necessary to discharge such indebtedness and the expense of such sale, at public auction at any time after the debt secured thereby becomes due and payable, upon giving to the stockholder, his executor, or administrator, and if there be none, his heir-at-law, a written notice, by mail, of at least twenty days and advertising such sale at least twice in a newspaper of this state having a circulation in the town where such corporation is located, not less than one week prior to the date of sale. Any surplus arising from such sale shall be paid to the stockholder.

§ 22. Calls for meetings; changes in by-laws. All stockholders' meetings shall be held in this state and, except the first, at such time and place as shall be provided in the by-laws. A written or printed notice of every such meeting, stating the day, hour, and place thereof, shall be given by the president or secretary to each stockholder, by leaving such notice with him or at his residence or usual place of business, or by mailing it to him at his last known post office address, at least five days before such meeting. At any such meeting by-laws may be adopted, or the by-laws previously adopted may be altered or repealed. No by-law shall be adopted, and

no existing by-law shall be amended or repealed, unless written notice of such proposed action shall have been given in the call for the meeting at which such adoption, amendment, or repeal is to be acted upon.

§ 23. Special meetings how called; waiver. The president of every corporation may, and upon the written request of three or more members of a corporation having no capital stock, or of one or more stockholders holding at least one-tenth of the capital stock of a corporation having capital stock, shall, call a special stockholders' meeting and cause legal notice thereof to be given. In case of the neglect or refusal of the president to call a meeting on such request, such stockholders may call the same. Whenever under any of the provisions of this act a corporation is authorized to take any action after notice to its stockholders or after the lapse of a prescribed period of time, such action may be taken without notice and without the lapse of any period of time if such action be authorized and such requirements be waived in writing by every stockholder of such corporation or by his attorney thereto authorized.

§ 24. Failure to hold meeting or elect officers. Whenever any corporation shall have failed to hold its annual meeting or to elect officers thereat, and no provision is contained in its charter, articles of association, certificate of incorporation, or by-laws, or is made by law, otherwise than is provided in this section for such contingency, the officers of such corporation shall hold office until others shall be chosen in their stead, and a special or annual meeting may be called by the persons whose duty it is to call the annual meeting, or, on the neglect or refusal of such persons, by not less than three of the members of a corporation having no capital stock, or by the holders of one-tenth of the capital stock of corporations having capital stock, by giving in writing such notice as is required in calling the annual meeting, and at such meeting the necessary officers may be elected, and the failure aforesaid shall not impair the rights of such corporation. Nothing in this section shall revive any corporation whose powers may have expired for any cause other than that hereinafore named or any corporation which in fact shall have abandoned and ceased to exercise its powers and franchises.

§ 25. **Stockholders' vote; proxies.** At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution.

§ 26. **Receivership of corporation.** Whenever any corporation having a capital stock has wilfully violated its charter or exceeded its powers, or whenever there has been any fraud, collusion, or gross mismanagement in the conduct or control of such corporation, or whenever its assets are in danger of waste through attachment, litigation, or otherwise, or such corporation has abandoned its business and has neglected to wind up its affairs and to distribute its assets within a reasonable time, or whenever its stockholders or directors have voted to discontinue its business, or whenever any good and sufficient reason exists for the dissolution of such corporation, any stockholder or stockholders owning not less than one-tenth of its capital stock or, in the case of a corporation not having capital stock, any member of such corporation may apply to the superior court in the county wherein such corporation is located, for the dissolution of such corporation and the appointment of a receiver to wind up its affairs. Such court may, if it finds that sufficient cause exists, appoint one or more receivers to wind up the business of such corporation, and may at any time, for sufficient cause shown, make a decree dissolving such corporation and terminating its corporate existence. Whenever such decree of dissolution is passed, it shall be the duty of the receiver or receivers to cause a certified copy thereof to be filed in the office of the secretary of the state, and said secretary shall thereupon record such certified copy in a book kept by him for that purpose. Such court, in every case in which it appoints a receiver, shall by its order limit a time, which

shall not be less than four months from the date of such order, within which all claims against such corporation shall be presented, and all claims not presented within such time shall be forever barred. When such receivership shall be terminated by the court, the receiver or receivers shall file with the secretary of the state a certificate similar to the final certificate required of directors in section 34 of this act, and said secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 27. Sale of property and franchises. Said court may, in its discretion, in lieu of decreeing the dissolution of such corporation, order the receiver to sell its property and franchises; and the purchaser thereof shall succeed to all of the rights and privileges of such corporation, and may reorganize the same under the direction of said court. At any sale of such property at public auction, the court may, in its discretion, authorize the receiver to accept in payment duly allowed claims against such corporation, at a proper valuation.

§ 28. Appraisal and purchase of minority stock interest. Whenever a stockholder or stockholders holding not less than one-tenth of the whole amount of the capital stock of any corporation shall petition for its dissolution and the appointment of a receiver, pursuant to section 26 of this act, any other stockholder or stockholders may apply to said court for a valuation of the stock held by the petitioner by an appraiser to be appointed by the court. Said court may, for sufficient cause shown, appoint one or more persons to appraise such stock, who shall forthwith hear the parties interested, determine the value of the petitioner's stock, and file the appraisal with the clerk of said court. Said clerk shall at once give written notice to the parties interested that such appraisal has been filed, and, within ten days after the giving of such notice, the applicant for an appraisal shall file with said clerk a writing stating whether he elects to buy the petitioner's stock at the appraisal, and, if he does elect to buy it, he shall at the same time deposit the amount of such appraisal in money, or certified check, with said clerk, who shall forthwith notify the petitioner of the filing of such election and of the deposit. If such deposit is made as pro-

vided herein, said petition for a dissolution of the corporation and the appointment of a receiver shall be dismissed upon motion of such depositor. Such deposit shall be paid over to the petitioner by the clerk, on receipt of the certificates of his stock duly indorsed for transfer, to be delivered to the depositor. If such certificates are not so indorsed and received within thirty days from the time of such deposit, the money or check shall be returned to the depositor. If the applicant for appraisal shall fail to make such deposit, said action may proceed to final judgment. The expenses of the appraisal shall be taxed by the court, and shall be paid by the stockholders applying for such appraisal, if they fail to deposit the amount of the appraisal required as aforesaid, but otherwise shall be taxed against the corporation and added to the final costs in the case.

§ 29. Voluntary dissolution after commencing business. Whenever the directors of a corporation shall vote to terminate its corporate existence, they shall forthwith call a special meeting of the stockholders, to be held not less than thirty nor more than forty days from the date of such call. Such call shall contain a copy of such vote and shall be published once a week for four weeks next preceding such meeting, in a newspaper of this state having a circulation in the town where such corporation is located, and a copy thereof shall be sent by mail to the last known address of each stockholder. If, at such meeting of the stockholders, three-fourths in interest of each class of stock issued shall vote to confirm such vote of the directors, the directors shall proceed forthwith to wind up the affairs of such corporation. If every stockholder shall sign and acknowledge, before an officer authorized to take acknowledgments of deeds, an agreement among stockholders that the corporate existence of such corporation shall be terminated, the vote of the directors and the confirming vote of the stockholders aforesaid may be dispensed with.

§ 30. Directors trustees to wind up business. The directors of a corporation whose existence is to be terminated pursuant to the vote or assent of its stockholders, as provided in section 29 of this act, shall be trustees to close up the business of such corporation. They shall forthwith prepare

an inventory of its assets, make a list of its creditors with the amounts due to each, and collect its bills and accounts receivable. They shall, within two weeks after the date of the stockholders' vote of confirmation or agreement to dissolve the corporation, send a written notice of the proposed dissolution to every known creditor of such corporation warning him to present his claim and stating to whom and at what place such claim may be presented. They shall in such notice limit the time within which such claims shall be presented, which shall not be less than four months after the date of such stockholders' vote or agreement. They shall also publish, in some newspaper published in this state and having a circulation in the town where such corporation is located, a copy of such notice. Within one year from the date of such stockholders' vote or agreement the trustees shall sell all of the property of such corporation except money and uncollected accounts in litigation, at private sale or public auction. As soon as practicable, the trustees shall pay, in full or *pro rata*, all claims against such corporation which have been allowed by them or which may be found to be due by any proper tribunal and shall distribute the balance of the assets, if any, among the stockholders of such corporation.

§ 31. Application to the court. Such trustees may, in their discretion, bring their application to the superior court for the county within which such corporation is located, or to any judge of the superior court when such court is not in session, setting forth the facts of such proposed dissolution and praying the court, or such judge, to limit a period within which all claims against such corporations must be presented, and such court or judge may make an order limiting the time within which claims must be presented, which shall not be less than four months from the date of such order. Such trustees shall proceed to wind up the affairs of the corporation, in accordance with the provisions of section 30 of this act, under the direction of the court in the same manner as if they were receivers. The court may, for cause shown, extend the period within which the trustees shall sell the property of the corporation.

§ 32. When claims shall be barred. All claims not

presented within the time limit in accordance with the provisions of sections 30 and 31 of this act shall be barred and any claim so presented and disallowed by such trustees shall be barred unless the owner thereof shall commence an action to enforce the same within four months after such trustees shall have given him written notice of its rejection.

§ 33. Creditors not to interfere with control of property. No creditor shall, by attachment or by any process or proceeding, interfere with the custody, control, or disposition of the property of the corporation by its directors acting as trustees for the winding up of the corporate affairs under the provisions of this act. But any creditor, pending such winding up, may apply to the superior court in the county in which the corporation is located, or to a judge thereof when such court is not actually in session, for the appointment of a receiver of such property on the ground of fraud, mismanagement, or incompetency of such trustees, and such court or judge, upon finding that such trustees are incompetent or have been guilty of fraud or mismanagement in the discharge of their duties, shall appoint such receiver and the powers of such trustees shall thereupon terminate. But nothing herein contained shall prevent any person from establishing any claim against such corporation by an action at law, or shall prevent the foreclosure of any lien or mortgage existing at the time of such vote or assent to dissolve.

§ 34. Certificates concerning dissolution. Whenever the stockholders shall by vote or written assent agree to the dissolution of a corporation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate that such stockholders' vote has been duly passed or such assent duly given, and stating the address to which all claims against such corporation may be sent, and such secretary shall thereupon record such certificate in a book kept by him for that purpose. When the directors have completed their duties as trustees as aforesaid, a majority of them shall make, sign, and swear to and file in the office of the secretary of the state a further certificate stating that the directors have completed their duties in winding up the affairs of such corporation and have sold or collected all of its assets and distributed the same, stating the manner

of such distribution. The secretary shall examine the same, and, if he finds that it conforms to law, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. When such certificate has been approved by the secretary, the existence of such corporation shall terminate.

§ 35. Certificate when corporate existence ends by limitation. When the existence of a corporation terminates by limitation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the facts as to such termination and stating the manner in which its affairs are to be wound up and the name and address of the person to whom claims may be presented by creditors of such corporation. The secretary shall thereupon record the same in a book kept by him for that purpose.

§ 36. Corporate existence to be continued for certain purposes. All corporations, whether they expire by their own limitation or are dissolved by voluntary action, by decree of court, or by act of the general assembly, shall continue so far as may be necessary to enable them to prosecute and defend suits by or against them, to close up their affairs, dispose of their property, and distribute their assets.

§ 37. Annual reports. The president and treasurer of every corporation having capital stock, except banks, trust companies, insurance and surety companies, railroad or street railway companies, express companies, building and loan associations, and investment companies, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth as of the first day of January or July immediately preceding: (1) The name, residence, and post-office address of each of its officers and directors: (2) The amount of its outstanding capital stock which has not been paid for in full, with the amount due thereon: (3) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the

corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose, and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in which such corporation is located, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual returns have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general, every six months, the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

Annual report may be signed by secretary instead of president, when. Whenever, by reason of absence, disability, or a vacancy existing in the office, the president of any corporation is unable to make, sign, and swear to the annual report provided for in section thirty-seven of chapter 194 of the public acts of 1903, such report may be signed and sworn to by the secretary of such corporation instead of by the president thereof; provided, however, that the secretary and treasurer be not the same person.

1907, ch. 27.

§ 38. Annual returns by express companies; penalty. Every corporation doing business in this state as an express company shall, on the first day of January of each year, file in the office of the secretary of the state a statement of the amount of its capital stock, the amount actually paid thereon in cash, the time when said stock was issued, the amount of its real estate, the place where such real estate is located and its cost and present value, the amount of personal estate held by the company and its cash value, the amount of bills, notes, bonds, or other commercial security held by the company and their value, the amount of loans and discount of the funds of

the company to its officers within the year last past, the amount of its capital stock purchased and sold by it or its officers and agents for its use, the amounts paid within the year last past for permanent betterments of its real estate and improvements of equipment of its business, the gross amount of its receipts and disbursements within said year, the amount of surplus cash on hand during each month of said year, the amount of dividends paid in the same time, and the amount of its assets and liabilities. Every such corporation which shall fail to file such return for one month after said first day of January shall, for every month of such neglect thereafter, forfeit one thousand dollars to the state.

§ 39. Information for creditor. Every person having charge of the stock books of any corporation shall furnish information as to the number of shares held by any stockholder in such corporation to any applicant who shall furnish the person in charge of such books with an affidavit that the applicant is a creditor of such stockholder. Any person in charge of books as aforesaid refusing to give such information shall be fined not more than one hundred dollars.

§ 40. Investment companies; bond issue limited. Whenever the board of directors of any corporation organized for the purpose of lending money on real estate security, and issuing, negotiating, guaranteeing, and dealing in bonds and mortgage securities, shall vote that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by a vote of the stockholders of said corporation, a copy of such votes of the directors and stockholders, certified by the secretary and attested by the president and a majority of the directors, may be filed for record in the office of the secretary of the state, and thereafter said vote shall be a perpetual limitation upon the powers of such corporation.

§ 41. Supervision of investment companies; guaranty limited. Every corporation which has power to or does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations as investments, shall be under the supervision of the commis-

sioner on building and loan associations and subject in that particular to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioner, in his annual report, shall clearly describe the various classes of assets and liabilities of each, and state any special provision which has been made for the payment of such liabilities. No corporation doing business as aforesaid shall guarantee, by endorsement or otherwise, debenture bonds secured by loans upon real estate to an amount exceeding ten times the amount of the capital stock paid up in cash and the cash surplus of said corporation.

§ 42. Collection of taxes on shares. When any corporation has power to impose a tax on its stock, it may appoint a collector thereof, who shall receive from its treasurer a rate bill, and a warrant signed by any justice of the peace, directing such collector to collect the sums specified in such rate bill; and on neglect of any stockholder to pay the tax due from him within the time limited by such corporation, the collector may levy such warrant on his shares, or such part thereof as may be necessary to satisfy such tax and costs, and shall proceed therein in the manner provided by law for the collection of executions when levied on the shares of the capital stock of a corporation; and the fees of such collector shall be the same as are allowed to officers on executions.

§ 43. Alteration and repeal of charters. All acts creating or authorizing the organization of corporations or altering the charters of corporations, which have been or shall be passed by the general assembly, and all charters under which no corporation has been organized, shall be subject to alteration, amendment, and repeal at the pleasure of the general assembly, unless otherwise expressly provided in such acts; but no such amendment or repeal shall impair any remedy against any such corporation or against its officers, directors, or stockholders, for any liability which shall have been previously incurred; and all such amendments shall apply to every corporation except in so far as is otherwise expressly provided.

§ 44. Forms for certificates. The secretary of the

state shall prepare forms for the several certificates and returns required by this act.

§ 45. Penalty for violation of this act. Every person who shall violate any of the provisions of this act, for which no penalty or punishment is expressly prescribed, shall be fined not more than one thousand dollars.

PART II.

CORPORATION ORGANIZED UNDER SPECIAL CHARTER.

§ 46. Location not to be changed. No bank, savings bank, insurance company, or trust company shall change its location from one town to another except by an act of the general assembly.

1907, ch. 946.

Increase of capital stock. Every specially chartered corporation having power by law to increase its capital stock may from time to time so increase it by issuing additional shares of the same par value, under such limitations as to the amount issued and of every other nature whatsoever as may exist either in its charter or in any statute affecting it; provided, that, at a meeting of its stockholders warned and held for that purpose, such increase shall have been authorized by a vote of at least two-thirds of each class of stock issued and outstanding at the time of said vote, which vote shall state the amount of the increase so authorized; or provided, that, at a meeting of its stockholders held for that purpose, a written or printed notice of which stating the day, hour, place, and purpose thereof shall have been given by the president or secretary to each stockholder by leaving such notice with him or at his residence or usual place of business or by mailing such notice to him at his last known post office address at least thirty days before such meeting, such increase shall have been authorized by a vote of at least two thirds of each class of stock represented at such meeting. Before any such corporation shall issue any shares of such increased capital stock so voted, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the number of shares so voted and the par value thereof. The secretary shall examine the same, and if he shall find that it con-

forms to law and that all taxes have been paid in accordance with the provisions of section 57, shall endorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose.

§ 48. Stock preferred as to dividends. Any specially chartered corporation, not engaged either in a trust, or other evidences of indebtedness, which has by law power to increase its capital stock, may so increase it by the issue of preferred stock, which shall be entitled to dividends of an agreed amount before any dividends are declared upon the stock already issued; and such dividends, if not paid in any one year, may be paid out of the earnings of subsequent years, if it be so provided in the vote authorizing such increase.

§ 49. Stock preferred as to assets. Any specially chartered corporation, having power under section 48 of this act to issue stock preferred as to dividends, may also issue stock preferred as to assets, the holders of which shall, in case of the winding up of the corporation, be paid up to the full par value of such preferred stock, out of the net assets available for distribution to stockholders, before the holders of other stock receive anything; and, if the holders of a majority of the common stock shall so vote, the holders of such preferred stock may be given the right to exchange such preferred stock for common stock, on such terms and conditions as may be determined by said vote; but the total capital stock of the corporation shall not be increased by such exchange.

§ 50. Issue, how authorized. No issue of preferred stock shall be made unless authorized at a meeting of the stockholders warned and held for that purpose, by a vote of stockholders holding not less than two-thirds of the stock of such corporation, which vote shall determine the amount of preferred stock so to be issued, the number and value of the shares thereof, the dividends to be paid thereon, whether the same shall be cumulative or not, and the terms of the preferment as to assets, if such preferment is made.

§ 51. Certificate of increase. No certificate for such preferred stock shall be issued until a majority of the directors have made, signed, and sworn to and filed in the office of the secretary of the state a certificate setting forth the increase of such capital stock, the number and value of such shares, the amount of the dividend to be paid thereon, whether the same is to be cumulative or not, and the terms of the preferment as to assets, if such preferment is made. The secretary shall thereupon record such certificate in a book kept by him for that purpose. The certificate required by this section shall be in addition to those required by law in relation to the increase of capital stock.

§ 52. Reduction of capital stock. Any specially chartered corporation may reduce its capital stock. No such reduction shall be valid unless approved by a vote of two-thirds of all outstanding stock of each class at a meeting of the stockholders warned and held for that purpose, nor unless a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate stating that the reduction has been duly approved by the stockholders and setting forth a copy of the vote of the stockholders, which vote shall show the details as to such reduction. The secretary shall record such certificate in a book kept by him for that purpose.

§ 53. Change of name by superior court. Any specially chartered corporation, having voted to change its corporate name, may apply to the superior court for the county in which it is located to have such change made, first giving notice of such intended application by advertisement for two weeks consecutively in a newspaper published in Hartford or New Haven and a newspaper, if there be one, published in the town in which the corporation is located; and said court may change said name as prayed for, and, upon filing for record in the office of the secretary of the state a certified copy of the order of the court, the name of such corporation shall be as decreed by said court; but no right existing at the time of such change in favor of or against such corporation shall be affected thereby. The secretary shall thereupon record such certified copy in a book kept by him for that purpose.

§ 54. Charter without organization void after two years. The charter of every specially chartered corporation, except as otherwise provided by law, shall be void, unless such corporation shall be organized and a certificate of such organization, sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the secretary of the state within two years from the date of the approval of such charter. The secretary shall thereupon record such certificate in a book kept by him for that purpose. Any street railway company chartered by the general assembly at its January session, 1903, which has not already organized may comply with the provisions of section one of this act on or before July first, 1907.

§ 55. Acceptance and effect of charter amendment. When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless, within said period, an attested copy of said acceptance shall be filed in the office of the secretary of the state, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal, at the pleasure of the general assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

§ 56. Reports to general assembly. Corporations required to make reports to the general assembly shall make them during the first week of each regular session.

§ 57. Tax on stock issue authorized by special act; penalty. Before any bill or resolution creating a corporation having a capital stock shall be approved or become a law, there shall be paid to the state treasurer, in addition to the fees required by section 10 of the general statutes, a franchise tax of one dollar on each one thousand dollars of the

capital stock with which it is to be organized, but such tax shall in no case be less than fifty dollars. If such bill or resolution shall not be approved or become a law, the treasurer shall return the tax so paid. Whenever any specially chartered corporation shall vote to increase the amount of its capital stock in accordance with the provisions of this act or of any other general or special law affecting it, such corporation shall pay to the state treasurer, before any shares of such increased capital stock shall be issued, a further tax of one dollar on each one thousand dollars of the total increased capital stock so voted, but no additional franchise tax shall be required upon stock upon which the corporation has paid the full franchise tax required by the law in force at the time of such payment. Every officer of any corporation subject to any of the provisions of this section, who shall sign or issue any certificate of stock on which the tax imposed by this section has not been paid, shall be fined one thousand dollars, or imprisoned not more than two years, or both.

PART III.

THE CORPORATION ACT OF 1901.

§ 58. **Application.** The provisions of this part shall apply to all corporations formed under it and to all corporations heretofore organized under the joint stock law of this state or the corporation act of 1901, but shall not require the reorganization of corporations heretofore formed.

§ 59. **Powers.** Every corporation to which this part applies, in addition to all other powers granted by law, shall have power to mortgage its real and personal estate, including its franchises, and issue promissory notes, bonds, or other evidences of indebtedness. Such corporation may also issue one or more classes of stock.

§ 60. **Certificates.** Every certificate required by this part to be filed shall be signed and sworn to by the persons required to file it, and shall be filed in the office of the secretary of the state, who shall examine the same, and, if he shall find that it conforms to law and that all taxes which may

be due upon the filing of the certificate under the provisions of section 61 of this act have been paid, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. No act required to be set forth in any such certificate shall be valid until such certificate has been approved as aforesaid, but this provision shall not relieve the corporation, its officers, directors, or stockholders from any liability which might otherwise be enforceable against them or any of them, or invalidate any of the stock of such corporation in the hands of *bona fide* holders without notice. No such corporation shall commence business until a copy of the certificate required by section 63 hereof, duly certified by the secretary of the state, shall have been filed in the office of the town clerk of the town where said corporation is to be located; and said town clerk shall record the same in a book kept by him for that purpose.

§ 61. Tax on capital stock. Every such corporation, before its certificate of incorporation shall be approved by the secretary of the state, shall pay to the state treasurer fifty cents on every one thousand dollars of its authorized capital stock up to five million dollars; and it shall pay ten cents upon every one thousand dollars of its authorized capital stock in excess of five million dollars. Whenever any corporation organized under the provisions of this part, or under any former joint stock law of this state, shall increase the amount of its authorized capital stock, it shall pay to the state treasurer, before the certificate of increase shall be approved, fifty cents on each one thousand dollars of such authorized increase until it has paid on a total capital stock of five million dollars; and, upon any authorized increase of capital stock above five million dollars, it shall pay to the state treasurer ten cents on each one thousand dollars; but no payment under the provisions of this section shall be less than twenty-five dollars. Said payments shall be in lieu of all other taxes upon the franchise of the corporation, but shall not be in lieu of any tax imposed by law upon the property of the corporation or upon the shares of its stock in the hands of its stockholders.

§ 62. Formation. Any three or more persons may

associate to form a corporation under this act for the transaction of any lawful business. Such corporation shall not have power, however, to transact in this state the business of a bank, savings bank, trust company, building and loan association, insurance company, surety or indemnity company, railroad or street railway company, telegraph or telephone company, gas, electric light, or water company, or of any company requiring the right to take and condemn lands or to occupy the public highways of this state, but shall have power to transact such business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 63. Certificate of incorporation. The persons so associated shall file a certificate setting forth: (1) The name of the corporation: (2) The name of the town in this state in which the corporation is to be located: (3) The nature of the business to be transacted or the purposes to be promoted or carried out: (4) The amount of authorized capital stock, which shall not be less than two thousand dollars, the number of shares into which the same is divided, and the par value of each share, which shall not be less than twenty-five dollars, and if there be more than one class of stock, a description of the different classes with the terms on which they are respectively created: (5) The amount of capital stock with which the corporation shall commence business, which shall not be less than one thousand dollars; (6) The period, if any, limited for the duration of the corporation.

§ 64. Certificate may contain additional provisions. The certificate of incorporation may also contain any lawful provisions which the incorporators may choose to insert for the regulation of the business of the corporation, or for defining and regulating the powers of the corporation, its officers, directors, and stockholders or any class of stockholders.

§ 65. Evidence of corporate existence. Upon the approval of the certificate of incorporation by the secretary of the state, corporate existence shall begin. A copy of such certificate and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the legal existence of any such corporation.

§ 66. Power of incorporators. After the approval of the certificate of incorporation as aforesaid and until the directors are elected, the incorporators shall have charge of the affairs of the corporation, and may take such steps as are necessary or proper to obtain subscriptions to its stock.

§ 67. Call of first meeting; waiver. A majority of the incorporators shall call the first meeting of the corporation, at such time and place as they may designate, by a notice published twice, at least seven days before the time designated, in a newspaper in this state having a circulation in the town in which the corporation is located; but such notice may be waived by a writing signed by all the subscribers to the capital stock and a majority of the incorporators, specifying time and place for said meeting, which waiver shall be recorded at length upon the records of the corporation.

§ 68. Organization; adoption of by-laws. At such meeting, including adjournments thereof, the subscribers for stock who are present in person or by attorney shall perfect an organization by the choice of a temporary clerk and the election by ballot of three or more directors who are subscribers for stock, and shall adopt by-laws for the regulation of the affairs of the corporation. Such subscribers may also transact any other business; provided, that due notice thereof has been given in the call for such meeting or has been expressly waived.

[Sec. 68b. Unless the certificate of organization required by section 69 is filed within two years after the filing of the certificate of incorporation, such certificate of incorporation shall be void. The provisions of this section shall apply to all certificates of incorporation, filed prior to the going into effect hereof, under which organization shall not have been perfected, and for the purpose hereof certificates of organization thereunder may be filed at any time within two years after this section shall go into effect. Chapter 267, Public Acts of 1905.]

§ 69. Commencement of business; certificate of organization. No such corporation shall commence business until the amount of capital specified in its certificate of incorporation as the amount of capital with which it will

commence business has been paid in; nor until its directors and officers have been duly elected and its by-laws adopted; nor until a majority of its directors have caused to be filed a certificate of organization setting forth: (1) The amount of each class of stock subscribed for: (2) The amount paid thereon in cash: (3) The amount paid thereon in property other than cash: (4) The amount paid on each share of stock which is not paid for in full: (5) The name, residence, and address of each of the original subscribers, with the number and class of shares subscribed for by each: (6) That the directors and officers of the corporation have been duly elected and its by-laws adopted: (7) The name, residence, and post office address of each of the officers and directors. [(8) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served.] A copy of such certificate, duly approved by the secretary of the state and certified under his hand and the seal of the state, shall be *prima facie* evidence that such corporation has been duly organized and is duly authorized to exercise all of its corporate powers.

§ 70. Officers. The directors of every corporation shall choose from among their number a president and shall appoint a treasurer, a secretary, and such other officers as the by-laws shall prescribe. The same person may fill the offices of president and treasurer or of secretary and treasurer.

§ 71. Issue of additional stock. Every corporation may, at any meeting warned and held for that purpose, empower its directors to issue shares of its unissued authorized capital stock. At the time for the filing of its next annual report after the issue of any such shares, a majority of the directors shall make and file a certificate setting forth the facts relating to such issue similar to the facts relating to the original issue of stock required by subdivisions (1) to (5), inclusive, of section 69 of this act.

§ 72. Surrender of rights before beginning business. At any time before the payment of any part of the subscriptions to capital stock and before the commencement of busi-

ness, the incorporators, and the subscribers for stock, if any, may surrender the corporate rights and franchises of any corporation by filing a certificate that no part of such subscription has been paid, that such business has not been commenced, that no debts have been incurred which are unpaid, and that they surrender all rights and franchises of such corporation. When such certificate has been examined and approved by the secretary of the state, the existence of such corporation shall terminate.

§ 73. Amendment of certificate of incorporation before commencing business. At any time before the filing of the certificate of organization the incorporators of any corporation may make such amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes could have been lawfully inserted in an original certificate of incorporation. No change, alteration, or amendment shall be valid, unless approved in writing by all of the subscribers, if any, to the capital stock of such corporation, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same has been duly approved by the subscribers, if any, shall be made and filed by all of the incorporators.

§ 74. Changes in certificates of incorporation. Every corporation may change its name, the nature of its business, and its location; may increase or reduce the amount of its authorized capital stock; may create one or more classes of stock; and may make such other amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes, amendments, and alterations could have been lawfully inserted in an original certificate of incorporation. No such change, alteration, or amendment shall be valid unless approved by a vote of two-thirds of all of the outstanding stock of each class at a meeting of the stockholders duly called to consider such amendment, change, or alteration, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same have been duly adopted by the stockholders, shall be made and filed by a majority of the directors.

§ 75. Similar corporations may consolidate. Any two or more corporations which are carrying on business of the same or a similar nature may merge or consolidate into a single corporation.

§ 76. Directors' agreement as to terms of consolidation. The directors of the several corporations proposing to merge or consolidate may enter into an agreement, signed by them and under the corporate seals of the respective corporations, prescribing the terms and conditions of such proposed consolidation and stating the name of the consolidated corporation, the number, names, and places of residence of its first directors, the number of shares of its capital stock and the classes thereof and the amount or par value of each share thereof, and the manner of converting the shares of capital stock of each of the old corporations into shares of the capital stock of the consolidated corporation, together with such other provisions as are required to be set forth in an original certificate of incorporation and any other provisions necessary to carry such proposed consolidation into effect.

§ 77. Stockholders to vote upon consolidation. Such agreement shall be submitted to the stockholders of each of such merging or consolidating corporations, separately, at a meeting thereof to be called for the purpose of considering the same, and twenty days' notice of the time, place, and object of such meeting shall be mailed to the last known post-office address of each of such stockholders, and such notice shall be published once in each week for three successive weeks in one or more newspapers of this state having a circulation in the towns in which such corporations are respectively located. At such stockholders' meetings, if two-thirds of all the outstanding stock of each class shall vote to approve such merger or consolidation, the facts shall be certified upon such agreement by the secretaries of the respective corporations under the seals thereof, and such agreement so adopted and certified shall be filed in the office of the secretary of the state, who shall, if the same conforms to the provisions of this chapter, indorse the same "Approved," with his name and official title; and a copy of such agreement, certificate, and approval, duly certified by the secretary

of the state under his hand and the seal of the state, shall be *prima facie* evidence of the facts set forth in such agreement and certificate and of the legal existence and organization of such consolidated corporation and that it is duly authorized to exercise all of its corporate powers.

§ 78. Rights, duties, and liabilities of consolidated corporations. Upon the completion of such consolidation, the several corporations shall become a corporation by the name provided in such agreement, and shall possess all the rights, privileges, powers, and franchises of each of the consolidating corporations; and all property, real, personal, and mixed, and all debts due to them on whatever account, shall be vested in the consolidated corporation; and all rights of creditors and all liens upon the property of either of such consolidating corporations shall be preserved unimpaired, and the respective corporations shall continue in existence so far as may be necessary to preserve the same; and all debts, liabilities, and duties of either of such consolidating corporations shall thenceforth attach to the consolidated corporation, and may be enforced against it to the same extent as if they had been incurred or contracted by it. An amount of the stock of the consolidated corporation equivalent to the amount of the stock of the merged corporations on which a franchise tax has been paid shall be exempt from taxation under section 61 of this act.

§ 79. Remedy of aggrieved stockholder. Any stockholder in any corporation consolidating as aforesaid who, at the time of such consolidation, objected thereto in writing, may, within ten days after the agreement of consolidation has been filed for record in the office of the secretary of the state, demand in writing from the consolidated corporation payment for his stock; and such corporation shall, within three months thereafter, pay him the value of his stock at the date of such consolidation. In case of disagreement as to the value thereof, such value shall be ascertained by three disinterested persons to be chosen, one by the stockholder, one by the directors of the consolidated corporation, and the third by the two thus selected, and, in case their award is not paid

within sixty days from its date, it shall become a debt of such consolidated corporation and may be collected as such. On receiving payment of the amount awarded, such stockholder shall transfer his stock to the consolidated corporation, which shall dispose of it on the best terms obtainable.

PART IV.

FOREIGN CORPORATIONS.

§ 80. Meaning of "foreign corporation." Unless otherwise expressly provided, the term "foreign corporation" shall mean every corporation not organized under the laws of this state.

§ 81. Powers and limitations. Any foreign corporation may purchase, hold, mortgage, lease, sell, and convey real and personal estate in this state for its lawful uses and purposes, and such real estate and other property as it may acquire, by way of foreclosure or otherwise, in payment of debts due such corporation; but no foreign corporation belonging to any of the classes excepted in section 62 of this act shall engage in or continue, in this state, the business authorized by its charter or the laws of the state under which it was organized, unless empowered so to do by some general or special law of this state, except for the purpose of carrying out and renewing existing contracts heretofore made.

§ 82. Charter or certificate of incorporation to be filed. Every foreign corporation, except insurance and surety companies and building and loan associations and investment companies within the provisions of section forty-one of this act, shall, before transacting business in this state, file in the office of the secretary of the state a certified copy of its charter or certificate of incorporation, together with a statement, signed and sworn to by its president, treasurer, and a majority of its directors, showing the amount of its authorized capital stock and the amount thereof which has been paid in, and, if any part of such payment has been made otherwise than in cash, such statement shall set forth the particulars thereof.

§ 83. Secretary of state to be resident attorney. Every foreign corporation with an office or place of business

in this state, except insurance companies, surety companies, and building and loan associations, shall, before doing business in this state, appoint in writing the secretary of the state and his successors in office to be its attorney, upon whom all process in any action or proceeding against it may be served; and in such writing such corporation shall agree that any process against it which is served on such secretary shall be of the same legal force and validity as if served on the corporation, and that such appointment shall continue in force as long as any liability remains outstanding against the corporation in this state. Such written appointment shall be acknowledged before some officer authorized to take acknowledgments of deeds and shall be filed in the office of said secretary, and copies certified by him shall be sufficient evidence of such appointment and agreement. Service upon said attorney shall be sufficient service upon the principal, and may be made by leaving a duly attested copy of the process with the secretary of the state or at his office.

§ 84. Duty of secretary when served with process; fee; record. When legal process against any corporation mentioned in section 83 of this act is served upon the secretary of the state, he shall immediately notify the corporation hereof by mail, and shall, within two days after such service, forward in the same manner a copy of the process served upon him to such corporation, or to any person designated by such corporation in writing. The plaintiff in the process so served shall pay said secretary at the time of such service a fee of twenty-five cents for each page of process, said fee in no case to be less than two dollars, which shall be recovered by him as part of his taxable costs if he shall prevail in the suit. Said secretary shall keep a record of all process served upon him, which shall show the day and hour when such service was made.

§ 85. Failure to file certificates and appoint attorney; penalty. Every officer of a foreign corporation transacting business in this state which fails to comply with the requirements of sections 82 and 83 of this act, and every person who transacts business in this state as the agent of such delinquent corporation, shall be fined not more than one thousand dollars; but such failure shall not affect the validity of any contract by or with such corporation. The secretary

of the state shall report such failure to the attorney-general, who shall thereupon institute proceedings against such corporation to restrain its further prosecution of business in this state.

§ 86. Certificate of increase or reduction of capital to be filed. Every foreign corporation doing business in this state shall, within thirty days after an increase or reduction of its capital stock, file in the office of the secretary of the state a certificate thereof, substantially like that required of domestic corporations organized under the corporation act of 1901 under like conditions.

§ 87. Annual reports. The president and treasurer of every foreign corporation doing business in this state, which is not required by law to make other annual returns in this state, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate similar to the certificate required by section 37 of this act, except that such certificate need not give the name of the agent or person in charge of its principal office upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in this state in which such corporation has its principal office or place of business, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual reports have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general every six months the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 88. What penalties apply to foreign corporations.

All penalties and liabilities which are imposed by the laws of this state upon officers, directors, and stockholders of domestic corporations for false and fraudulent statements and returns, shall apply to the officers, directors, and stockholders of foreign corporations doing business in this state.

PART V.**CORPORATIONS WITHOUT CAPITAL STOCK.**

§ 89. Organization. Any three or more persons may associate to form a corporation without capital stock, to promote or carry out any lawful purpose, other than that of a mercantile or manufacturing business, by signing and acknowledging before any officer authorized to take acknowledgments of deeds and filing in the office of the secretary of the state a certificate stating: (1) That they do so associate: (2) the purpose or object of the corporation: (3) The town in this state in which the corporation is to be located. The person so associating may also include in said certificate any other lawful provisions for the regulation of the affairs of the corporation and the definition of its powers and the powers of its officers, directors, and incorporators. Such certificate shall be examined by the secretary of the state, and, if he shall find that it conforms to law and that the fee required by section 4814 of the general statutes to be paid at the filing of such certificate has been paid, he shall indorse thereon the word "Approved," with his name and official title, and shall thereupon cause the same to be recorded in his office. He shall then prepare a certified copy of such certificate and of his approval and deliver the same to one of the persons so associated, who shall forthwith cause such copy to be recorded in the office of the town clerk in the town where such corporation is to be located. When such certificate has been duly approved and recorded, the persons so associated, with such others as may be associated with them or become their successors in such manner as the by-laws of the corporation provide, shall be and become a body politic and corporate and shall have all the powers conferred upon corporations by section 3 of this act, and may receive property by devise or bequest and hold the same, so far as such property may be necessary or proper to

enable such corporations to carry out its purposes. A copy of the certificate filed in the office of the secretary of state and of his approval, duly certified under his hand and the seal of the state, shall be *prima facie* evidence of the facts therein set forth and of the legal existence of such corporation and of its authority to exercise its corporate powers. Such corporation may at any time amend its original certificate of incorporation by a three-fourths vote of its incorporators, their associates, and successors, at a meeting of the corporation duly called to consider such amendment, and by causing a certificate, duly attested by its president and secretary and setting forth the fact that such vote has been passed and stating the subject-matter of such amendment, to be filed, approved, and recorded in the same manner as the original certificate of incorporation.

§ 90. By-laws; assessments; fines. Any corporation without capital stock may make by-laws imposing fines and penalties, and may lay assessments or dues to further the objects of the corporation, either by by-laws adopted for that purpose or by vote of the members of such corporation at meetings warned and held for that purpose. No such by-law shall be adopted and no such assessment or due shall be laid except by a two-thirds vote of all the members of the corporation. No such fine, assessment, or due shall exceed the sum of twenty-five dollars. Such corporation may sue for and collect such fines and assessments and dues.

§ 91. Sections 3311 to 3398, inclusive, and 3928 to 3938, inclusive, of the general statutes, and chapter 69 of the public acts of 1903 are hereby repealed.

Approved, June 22, 1903.

SPECIAL INDEX TO RAILROAD LAWS.

	Page.
Abandonment of engines, etc., penalty for, ...	12
of land taken, ...	36
of road, ...	36
of stations, ...	58
Accidents, to be reported, etc., ...	78
stretchers for use in, ...	78
Action for damages, notice of, ...	9
for injuries from defective road or bridge, ...	18
for injury to person and property, ...	9
for obstructing travel at highway crossings, ...	19
Additional tracks and bridges, ...	34
land may be taken for access to highway, ...	34
Adverse possession against railroad, ...	109
Aid to railroad corporations by towns, etc., prohibited, ...	8
Air for whistle in lieu of steam, ...	70
Alteration of charter, ...	5
of location, ...	32
Amendment of charter, ...	40
Animals, transportation of, ...	18
Annual reports, number to be printed, ...	6
returns, forms of, ...	78
when and how to be made, ...	78
sworn to, ...	78
neglect to make, ...	78
to follow forms, ...	79
penalty for making false, ...	79
by lessors, ...	79
concerning trunk line of Consolidated road, ...	79
for street railways, ...	100
Appeal from commissioners' decision to superior court, ...	85, 106
changing grade crossings, ...	47
crossing water-courses, etc., ...	41
elimination of private crossings, etc., ...	51
may amend orders to street railways, ...	85
order regarding gates, etc., ...	106
orders as to stations, ...	58
street railway company to commissioners, ...	84
Appointment of commissioners, ...	109
Appraisers of land taken, ...	84
notice to owners of land, ...	104

	Page
Apportionment of cost of construction of street railway companies,	101
Approaches to stations, safe,	61
Appropriation of electric current,	13
Appropriation, penalty for exceeding,	46
Approval of dams,	112
Approval of layout,	104
Arrest to be made without warrant, when,	16
Assessment of benefits and damages,	19, 47
Assessments of railroads and street railways for street sprinkling,	17
Assignments to be recorded,	40
Attachment of engines, machinery, etc.,	8
Badges to be worn by passenger trainmen,	68
" " " railroad and steamboat policemen,	6
Baggage checks required,	68
companies may regulate,	74
injury to,	12
Baggagemen, etc., to wear badges,	68
Barbed wire, use of, regulated,	110
Bars, neglect to close,	13
Bell, engine, sounding of,	69
Benefits assessed,	20
Board of civil engineers, how constituted,	111
compensation,	113
duties,	111, 112
term of office, fees,	111
Board of equalization to correct returns,	24
Bonds, towns, etc., not to purchase,	8
and mortgages,	74, 75
how issued, etc.,	74, 75
amount permitted,	74, 75
secured by mortgages,	74, 75
possession of road by trustee on default of,	76
duties, etc., of such trustee,	76
mortgages and foreclosures,	74, 75
issue of,	75
Books, inspection of,	78
Boroughs not to aid railroads,	8
speed of train in,	107
Brakemen, badges,	68
number on trains,	72
Branches authorized,	39
may be mortgaged,	40
Breaking into cars, penalty for,	11
Bridges, action for injuries from defective,	18
additional,	34
committing nuisance on,	11

	PAGE
Bridges, construction and maintenance, neglect in, ...	56
covered, height of, ...	48
draws on, ...	17
failure to provide guard rails, ...	108
footways on, ...	54
guards at, ...	58
guards, penalty for noncompliance, ...	58
guard rails may be ordered, ...	108
height over railroad, ...	18
height over railroad, may be changed, ...	38
highway, over or under, repairs of, ...	48
over navigable waters, ...	17
over non-navigable waters, ...	41
over railroads to be determined by commissioners, ...	48
planking on, how repaired, ...	48
Bulletin of late trains, ...	64
Cable roads not to cross railroads at grade, ...	42
Canals and water courses, change of, ...	32
Cars, abandonment or obstruction of, ...	12
breaking into, ...	11
detention of, demurrage charges, ...	67
drinking water on, ...	68
gaming on, ...	14
heating and lighting of, ...	106
injuring, ...	11
riding on, prohibited when, ...	68
safety platform, ...	68
shooting at, etc., ...	10
signs on, ...	68
speed of, ...	107
spitting in, prohibited, ...	64
stopping, etc., ...	18
stretchers to be provided in, ...	78
Cattle-guards at crossings, ...	54
Cemetery, location of road through or near, ...	34
Certificate before railroad or street railway shall be opened for travel, ...	105
of incorporation, ...	78
of merger to be filed with Secretary of State, ...	100
Change of canals and water courses, ...	30
of grade of highway, damages and benefits, ...	20
of location of line of road, etc., ...	32
in station location, ...	58
Charge for storage regulated, ...	67
Charters amended, ...	40
granting or alteration of, ...	4, 5

	Page
Charters, statutes made a part of, ...	40, 51
Checks for baggage, ...	68
Cities or counties not to aid railroads, ...	8
speed of trains in, ...	107
Civil engineers, board of, ...	111
Claims for fire damage, ...	68
Clerk of railroad commissioners, ...	108
Closets, water, at stations, ...	64
Commencement of construction of road, ...	81
Commissioners, appointment, ...	109
appeals from, ... 41, 47, 48, 51, 58, 85, 97,	106
appeals to, from street railway company, ...	84
appeals to, by property owner, ...	89
accidents, may investigate, ...	78
accidents, furnish information as to, ...	78
alterations, powers as to expense of, ...	43, 44
annual reports of railroad companies, furnish forms for, ...	78
annual reports of street railways, furnish forms for, ...	100
annual returns, to publish, ...	108
brakemen, may reduce number of, ...	79
bridge over railroad, to determine kind, ...	48
business connections, etc., may require, ...	61, 63
cars, may regulate heating and lighting of, ...	106
cemetery, may restrict location near, ...	84
certificate to be given before railroad is opened for travel, ...	105
change of grade, ...	33
change of location, ...	33
changes in roadway or bridge, may recommend, ...	56
clerk and office, ...	108
connections between railroads, may regulate, ...	61, 63
connections of street railway companies, shall make orders in regard to, ...	91
construction of street railways, approval of method of, ...	88
crossings at highways and watercourses, may approve, ...	41
crossings of railroads, may approve of, ...	39
couplers, approval of, ...	68
embankments, etc., at grade crossings obstructing view may be ordered removed, ...	46
employees on trains, may regulate number, ...	73
equal facilities for roads, may require, ...	61
examinations of railroads and railways, ...	105
expenditures, estimates, ...	5
experts, may employ, ...	103
explosives, may regulate transportation of, ...	66
fees of witnesses, may tax, ...	108
fences, may order, ...	54
fenders on street cars, may require, ...	99

	PAGE
Commissioners, flagman, may require, ...	105
footways on bridgea, may order, ...	54
free transportation of, ...	104
frogs, may order, ...	97
gates on cars, may require, ...	99
gates at highways, may require, ...	105
general duties, ...	104
grade, change of, ...	33
grade crossings, may eliminate, ...	36
orders for elimination ratified, ...	37
grade crossings of steam and street railways, orders as to, ...	97
guards at covered bridges, may require, ...	53
guard rails on bridgea, may require, ...	108
highways, location changed and relocation of, ...	50
heating and lighting of cars, may regulate, ...	106
injunction against railroad officers, may apply for, ...	108
land, taking of, ...	104
laws to be posted, ...	104
location, change of, ...	32
of highway, may change, ...	50
of road, may approve, ...	31
navigation at drawbridges, to investigate interference with, ...	72
notice concerning approval of location, ...	104
orders to street railway companies concerning construction, ...	84
obstructions to view at grade crossings, may order re- moval of, ...	46
payment of, ...	103
penalty for noncompliance with orders, ...	49
planking of highway crossings, may direct, ...	53
powers as to expense of alterations, ...	44
printing annual reports, ...	6
private crossings, ...	51
qualifications of, ...	103
railroad grade crossings, to order changes in, ...	43, 45
real estate, may prescribe limits for taking, ...	34
recommendations by, ...	107
reduce number of brakemen, may, ...	72
records, ...	103
regulate speed, ...	107
repairs, may request, ...	104
report, annual, ...	108
to General Assembly, ...	108
special, ...	108
returns require corrected, ...	79
salaries, etc., ...	103

	Page
Commissioners, seats for passengers, may require, . . .	104
speed of locomotives, may limit, . . .	107
stations, ... 57, 58, 59,	104
switches to be run over, may permit, . . .	73
taking of land, ...	104
tracks in highways, may limit, ...	106
trains, late, may order bulletined, ...	64
trains to cross drawbridges and railroad crossings without stopping, may permit, ...	71
trains to stop at stations near drawbridges, may order, . . .	71
trees at grade crossings, may order removed, ...	46
vacancies how filled, ...	108
water-closets, may order, ...	64
whistles, powers as to use of, ...	70
witnesses, may summon, ...	108
as to affairs of company, may examine, ...	108
witness fees, may tax, ...	108
Commutation rates, change of, ...	65
Company to make deposit before approval of layout, ...	31
Competing lines to have equal facilities, ...	61
Comptroller's duties as to payments in aid of towns, ...	8
Condemnation of public or private way, ... 36, 51	38
corporate stock, when, ...	114
Conditional sale of equipment, ...	69
Connecting roads, ...	63
business connections, ...	40
contracts with, ...	61
discrimination, ...	61
failure to connect, Commissioners may order, ...	61, 62
trains to connect, ...	4
Construction of words and phrases in statutes, ...	43
across horse railroad, etc., ...	41
across non-navigable waters, ...	39
across other railroad, ...	39
contractors to give security, ...	39
liability for labor in, ...	111
lien for services, etc., ...	39
of branches, ...	43
of new highway over or under railroad, ...	31
over what route, ...	40
Contracts with connecting roads, ...	39
Contractors to give security for payment of labor, ...	40
Conveyance or lease recorded, Secretary of State, ...	38
Corporate stock may be appraised, when, ...	115-150
Corporations, general provisions, ...	133-150
act of 1901, ...	8
Counties not to aid railroads, ...	

	PAGE
Couplers, kind required, ...	68
Court, appeals to, ... 41, 47, 48, 51, 58, 85, 97, 106	106
Crossing of one railroad by another, ...	89
Crossing of railroads and street railways, etc., ...	42, 97
navigable waters, ...	17
non-navigable waters, or highway, ...	41
to be planked, ...	58
private, ...	51
removed, restored, ...	52
speed of cars in cities and boroughs, ...	107
when discontinued, ...	21, 52
Dams, supervisors of, ...	111, 112
Damages for change in grade, ...	20
for change of highways, ...	47
for obstruction of highways, ...	19
for taking highway or private way, ...	36
for fire communicated from engines, ...	68
for injury to person by defective roads or bridges, ...	18
for land taken, appraisal of, ...	84, 85, 47
awarded for land taken, now held for owner, ...	110
after appraisal but abandoned, ...	36
notice of action for, injuries, ...	18
Deaths, actions to recover damages for, ...	9
caused by intoxication of employee, punishment for, ...	10
caused by obstruction on railroads, punishment for, ...	10
Deed by company of land purchased, ...	109
Defective highways or bridges, persons injured on, ...	18
Delayed trains to be bulletined, ...	64
Demurrage and storage regulated, ...	67
Deposit by company before approval of layout, ...	31
Depot, committing nuisance in, ...	11
trespassing on, ...	68
Description of land may be demanded, when, ...	37
Designation of trains, ...	63
Destruction of station by fire, ...	58
Detention of cars not to be charged for, when, ...	67
Discontinuance of highway crossing railroad, when, ...	21, 52
Discrimination forbidden, ...	62, 67
penalty for, ...	62, 67
Displacing switch, penalty for, ...	10
Donation or loan by towns, etc., prohibited, ...	8
Draws on bridges, ...	17
Drawbridges, interference with navigation, ...	72
not to be kept open except on signal, ...	71
over navigable streams, ...	17
stops at stations near, ...	71

	PAGE
Drawbridges, State payment when crossed by street railway, .	21
trains stopping at, ...	71
Drinking water in cars, ...	68
Driving on track, etc., ...	68
Duties of commissioners, general, ...	104
of "railroad companies," on whom obligatory, ...	74
Dwelling-houses, taxation of when owned by railroad companies, .	28
 Easements, how taken, ...	51
may be condemned, ...	51
relieved, ...	7
released by trustees, ...	7
Electric appliances, penalty for injury to, ...	11
current, penalty for taking without permission, ...	12
taken for other purposes than contracted for, penalty, ...	12
Electric road not to cross railroad at grade, ...	42
road, guard-rails on bridges, ...	100
Electricity may be used to operate railroads, ...	39
for whistle in lieu of steam, ...	70
Elimination of grade crossings, ...	36, 43, 44, 45
of private crossings, ...	51
Embezzlement of tickets, ...	11
Employee, neglect of, causing death, ...	10
Employees to wear badges, ...	68
Engine bell and whistle required, ...	69
bell to be sounded, ...	69, 70
when not to be sounded, ...	70
Engines, abandonment or obstruction of, ...	12
etc., attachments of, ...	8
fire communicated by, ...	8, 68
injuring, ...	11, 12
shooting, etc., at, ...	10
stopping, etc., ...	12
trespassing on prohibited, ...	68
Engineers, board of, ...	111-113
to be sworn, ...	70
Entering railroad car for criminal purposes, ...	11
Equipment, sale of, ...	114
Establishment of stations, ...	57, 58
Estimates for expenditures of commissioners, how made, ...	5
Evading fares, penalty for, ...	14, 65
Examination of roads by commissioners, ...	104, 105
Execution, levy of, on interest of one road in another, ...	8
Expenditures of commissioners, estimates for, ...	5
Explosives, transportation of, on railroads, ...	66

	PAGE
Facilities, equal, to competing roads, ...	61, 62
to be mutual, ...	61, 62
Failure to operate street railway, ...	86
False returns, ...	14
Fares, penalty for evading, ...	14, 65
commutation not to be changed, ...	65
on Sunday trains, ...	60
Farm crossings, removed, restored, ...	52
Fees of witnesses, ...	108
Fences, affected by contract, ...	56
barbed wire along highway, ...	110
around public buildings, ...	110
near house or barn, etc., ...	110
commissioners may order, ...	54
lien of company for cost of, ...	55
to be built by street railways when not on public streets or highways, ...	99
when roads operated by trustees, ...	56
where and when to be built, etc., ...	54, 55
Fenders on street cars, ...	99
Fire from engines, ...	8, 68
Fire damages, ...	68
action for damages by, ...	68
insurable interest in property destroyed by, ...	68
notice of claims for damages by, ...	68
risks not included in damage for land taken, ...	68
Fireman may sound whistle, when, ...	70
Flagmen at crossings of highways, ...	105
time for making finding, ...	105
Footway on bridges, ...	54
Foreclosure, powers of purchaser, ...	78
Forfeitures, suit for, when brought, ...	15
how recovered, ...	109
Fraudulent evasion of fare, ...	14, 65
use of transfers, ...	14
Freight, cars, couplers on, ...	68
explosives, ...	66
lien of company for charges, ...	67
receipt to be given, ...	67
Sunday traffic, ...	60
transportation of, "short haul" law, ...	66
Frogs at grade crossings of railroads and street railways, ...	97
Gaming on cars, ...	14
Gates at highways, ...	105
time for making finding, ...	105

	Page
Gates at private ways, neglect to close, ...	13
on street cars, ...	99
General Assembly, transportation of members of, ...	6
Grade crossings, abolition of, petition for, ...	36, 43
bells and whistles to sound at, ...	69
cost of changing repaid some towns, ...	49
forbidden, over highway except for special reasons, ...	42
frogs at, ...	97
guard rails at crossings, ...	53
how changed, ...	43, 44, 45
how removed, ...	43, 51, 96
may be ordered eliminated by commissioners, ...	45
notice of decisions when given, ...	48
not allowed, ...	42, 96
of railroad may be changed, ...	33
of railroads and street railways, how changed, ...	96
of steam railroads and street railways, how eliminated, ...	96
of steam, electric, cable, or horse railways prohibited, ...	42
penalty for noncompliance with order to remove, ...	49
removal of obstructions to view of, ...	46
warning boards at, ...	69
Guardians may release damages for land taken, ...	30
Guard rails on bridges or causeway, ...	108
between rails at crossings, ...	53
on bridges, ...	53
for cattle, ...	54
Hand-cars, ...	63
Heating and lighting cars, ...	106
Height of bridges over railroad, ...	18
how changed, ...	33
covered bridges, ...	43
Highway, barbed wire fence, along, ...	110
bells to be sounded and whistles blown for, ...	69
benefits by reason of change, ...	20
cattle guards, ...	54
change in highway passing over or under railroad, ...	48
change in, over railroad, expenses how paid, ...	42
condition restored, ...	41
construction of new, over or under railroad, ...	43
crossing, damages for obstructing by trains, etc., ...	19
relocated, how ordered, ...	52
relocated, how maintained, ...	52
repair of structures over or under, ...	48
when discontinued, ...	52
crossing of or water courses by order of railroad com- missioners, ...	41

	PAGE
Highway, damages for change of grade, ...	47
damage by reason of change, ...	20
defective, injury to person, ...	18
discontinued, right of railroad to take land upon, ...	59
fences, judge may order, ...	19
gates, flagmen, or signals, ...	105
grade crossing of, how changed, ...	48 45, 46
hand cars not to be left near, ...	63
how changed when crossed by more than one railroad, ...	47
judge may order fences, ...	19
land for access to, cut off, ...	34
land for alteration, how taken, when town or railroad has no right of way, ...	42
land, how taken, ...	29
land on highway or private way, how taken, ...	36
land taken for change in crossings, ...	48
land not to be taken without approval by railroad com- missioners, ...	31
land, right to take limited, ...	30
laying of tracks across, restricted, ...	106
location changed, ...	41, 50
may be crossed or occupied, ...	42
new highway over railroad, how constructed, ...	48
near covered bridges not to be obstructed, ...	19
near railroad, how changed, ...	50
neglect as to, ...	56
neglect to construct highway on bridge, state's attorney's complaint to superior court, ...	56
not to be crossed at grade, ...	42
not crossing a railroad not to be laid out within 100 yards of railroad unless approved by judge, ...	19
obstructions at affecting view may be ordered removed by commissioners, ...	46
over railroad, description of bridge to be determined, ...	48
planked, between rails, to be, ...	58
repairs and maintenance of, ...	52
side tracks across, ...	106
signal shall be given for highway over or under, when, ...	70
speed of locomotives regulated, ...	107
taken by railroad company, changed by order of superior court, ...	21
to be planked between rails, ...	58
tracks across, use of restricted, ...	106
laying of restricted, ...	106
side, ...	106
unsafe by railroad occupation, altered by court, ...	21
use of tracks across, restricted, ...	106

	Page
Highway, warning boards at grade crossings, ...	69, 104
when deemed discontinued, ...	21, 52
Homicide, when punishable by death, ...	10
Hours of labor of telegraph operators, ...	113
Incorporation of company, petition for, ...	4, 5
certificate of, ...	78
Injunctions against railroad officers by commissioners, ...	108
Injuries from intoxication or negligence of employees, ...	10
Injuring baggage, ...	12
electric appliances, penalty for, ...	11
engine or car, ...	11
switch or signal, penalty for, ...	10
Injury to person, defective highway, ...	18
actions relating to, ...	9
Inspection of books, ...	79
of dams, ...	111, 112
Interest of one railroad in another, levy of execution on, ...	8
when released by trustee, ...	7
Interference with navigation, ...	72
Inventory by trustee, ...	76
Judge, may lay out highway within 100 yards of railroad, ...	19
Junction switches, regulations for, ...	72
Laborers, contractors to furnish security for wages, ...	89
Land, abandoned after taken, damages for, ...	86
additional, how taken, ...	82-84, 56
after construction, ...	84
commissioners may determine the necessity for separating grades by more than one railroad, ...	45
cut off from access to highway, ...	34
damages, where railroad abandoned before opened, ...	86
description may be demanded, ...	87
easements in, how taken, ...	51
how much may be taken, ...	80, 46, 47
how soon taken, general law, ...	29, 80
how released, general law, ...	30
how taken by appraisal, ...	34
how taken for private way, ...	36
how taken when road has been constructed, ...	35
in highway or private way, how taken, ...	35
may take land to which title has not been acquired, when, ...	42
may be taken to change location of highway when dangerous, ...	50
no adverse possession gained, ...	109
not to be affected by fire risk, ...	68

	Page
Land, plan to be furnished, ...	87
filed with town clerk, ...	87
purchased, deed of, by company, ...	109
taken, damages not include fire risk, ...	68
damages awarded for, how kept for owner, ...	110
for change of grade-crossings, ...	45
for new highway over railroad, ...	48
notice to owners, ...	104
used for cemetery, or near, ...	94
when town or railroad has no right of way, ...	49
Late trains to be bulletined, ...	64
Laws to be posted, ...	104
Layout, approval of, ...	104
deposit before, ...	81
limits of, ...	81
through cemetery, ...	84
Leases by companies, to be approved by stockholders, ...	40
or conveyance recorded, ...	40
to be approved by stockholders, ...	40
to be recorded in office of Secretary of State, ...	40
Lessee of railroad may deduct taxes, ...	25
Levy of execution on interest of one railroad in another, ...	8
Liability of company for labor, when, ...	89
of corporation, ...	15
of trustee limited, ...	76
guaranty of bonds, ...	75
suits for loss of life, ...	9
Liens for freight charges, ...	67
for services and materials, ...	111
of company for cost of fences, ...	55
taxes to be, ...	27
transportation of animals, ...	18
Lighting and heating of cars, ...	106
Loans by towns prohibited, ...	8
Location, alteration of, ...	32
approval of commissioners, ...	81
deposit before asking approval of, ...	81
plan filed with town clerk, ...	37
statement of, filed with Secretary of State, ...	38
through or near cemetery, ...	34
Locomotives, speed of, ...	107
Loss of life, actions relating to, ...	9
or injury, through intoxication or negligence of employee, ...	10
Machinery, etc., attachment of, ...	8
Maintenance of changed highway, when imposed upon any person or corporation, ...	52

	PAGE
Maintenance and repair of sidewalks, ...	20
Materials for other railroads, transportation of, ...	67
liens for, ...	111
Meaning of "railroad company,"	4
Merger, certificate of, filed with Secretary of State.	102
Milk transportation, ...	65
Missiles, throwing or shooting, penalty for, ...	10
Mortgages, ...	75
of branches, ...	40
prior not affected, ...	77
surrender of road on, ...	76
to secure bonds, ...	75
Mutual facilities, ...	61
Navigation at drawbridges, interference with, ...	72
Neglect to close gates and bars at private crossings, ...	13
Negligence of employee, penalty for injury caused by.	10
New highway over or under railroad, ...	43
Notice, appraisers, ...	104
by commissioners in regard to locating railroad or tak-	
ing of land, ...	104
by superior court, ...	100, 104
of accidents, ...	73
of action for damages against railway companies, ...	9
of claim for fire damage, ...	68
of petition for incorporation or alteration of charter, ...	4, 5
Not to cross at grade hereafter, ...	43
Nuisance, committing, on bridge, ...	11
track or in depot, ...	11
Number of annual reports of commissioners to be printed, ...	6
brakemen to train, ...	72
Obstructions affecting views at grade crossings may be removed, ...	46
on railroad causing death, penalty for, ...	10
penalty for, ...	10
Obstructing highway crossing, ...	19
near covered bridge, ...	19
use of railroad, ...	10
Offenses on cars, when prosecuted, ...	16
Officers, injunction against, by commissioners, ...	108
Opened for travel, certificate required before, ...	105
Opening of drawbridge, ...	71
Operation of electric cars on Sunday, ...	103
steam trains on Sunday, ...	60
Organization and powers of steam railroad companies, ...	29, 30
Owner of land may demand description, ...	87

SPECIAL INDEX TO RAILROAD LAWS.

165

	PAGE
Packages, size of may be regulated, ...	74
Passes for members of General Assembly, ...	6
Passengers on Sunday trains, ...	60
not to be put off between stations, ...	65
seats for, ...	104
Payment for labor, contractors to give security, ...	39
of fare, evasion of, ...	14, 65
Penalty for noncompliance with law as to removal of grade crossings, or care of highways ordered by commissioners, ...	49
for noncompliance with recommendations or orders of commissioners as to operation of steam railroads and street railways, ...	107
general, ...	109
how recovered, ...	48, 109
suit to recover, when to be brought, ...	9
for animals in transportation, neglecting, ...	13
annual reports, not making, ...	78, 101
appropriations, exceeding, ...	46
baggage on public conveyances, injuring, ...	12
barbed wire, using, ...	110
brakemen required by law, not employing, ...	78
bridge guards, neglect to provide, ...	53, 108
cars, breaking into, ...	11
gaming on, ...	14
shooting at, etc., ...	10
injuring, etc., ...	11
connections, neglect to provide reasonable, ...	62
crossings, highway, not stopping at, ...	71
obstructing, ...	19
crossings, private, not closing gates at, ...	13
not restoring, ...	52
couplers, approved, not providing, ...	68
drawbridge or railroad crossing, not stopping at, ...	71
electric apparatus, injuring, ...	11
electric current, appropriating, ...	12
engines, abandonment of, ...	12
stopping, ...	12
explosives, transporting, ...	66
fares, evading, ...	14
fares on Sunday, discrimination in regard to, ...	60
fence, neglect to, ...	55
fenders on street cars, not providing, ...	99
flagmen, neglect to station, ...	105
gaming on cars, ...	14
gates at private crossing, not closing, ...	18
guard rails on bridges, not providing, ...	53, 108

	PAGE
Penalty for, highway crossings, obstructing, ...	19
intoxication, etc., causing injury or death, ...	10
late trains, failure to bulletin	64
maps, not filing, ...	98
milk, refusing to transport	65
motormen, seats for, not providing, ...	91
negligence or intoxication causing injury or death, ...	10
nuisance, committing on track or in depot, ...	11
obstructions on railroad, placing, ...	10
obstructions on track, placing with intent to throw cars off, ...	10
orders of commissioners, disregarding, 104, 105, 107, 109 how enforced, ...	109
platforms, neglecting to protect, ...	99
receipt, refusing to give, ...	67
reports, annual, not making, ...	78, 101
false, making, ...	14
seats for motormen, not providing, ...	91
shooting at cars, ...	10
"short haul" law, violating, ...	66
spitting in stations or cars, ...	64
standard time, not using, ...	61
station, safe approach to, neglecting to furnish, ...	61
storage, overcharge for, ...	67
switches, displacing, etc., ...	10
noncompliance as to speed over, ...	72
Sunday fares, discrimination in regard to, ...	60
Sunday trains, violating law in regard to, ...	60
telegraph operators, hours of labor, noncom- pliance with law, ...	114
tickets, theft or embezzlement of, ...	11
transfer tickets, fraud in, ...	14
ties, etc., for another road, not transporting, ...	67
tracks, street railway, hindering use of, ...	13
trespass, being on track, engine, etc., ...	68
trespassing on street railway cars, ...	13
witness, refusing to appear as, ...	108
Personal injury, action for, ...	9
Petition for incorporation or alteration of charter, ...	4, 5
for order to stop trains, ...	59
Phrases, construction of, ...	4
Placing obstructions, etc., penalty for, ...	10
Plan of land taken to be furnished, ...	37
road to be deposited with town clerk, ...	37
Planking on bridges, how repaired, ...	48
between rails at crossings, ...	53
Platform, safety, on cars, ...	63

	PAGES
Platform, enclosing, ...	99
Police, railroad, steamboat, and street railway, ...	5, 16
Possession of land in railroad limits, ...	109
Power, electricity, may be used on steam railroads, ...	39
Powers of company, ...	80
Printing report of Commissioners, ...	6
Private way, neglect to close gates at, ...	13
condemnation of, ...	51
damages for taking, ...	36
elimination of, ...	51
removed, must be restored, when, ...	52
used for, how taken, ...	36
Proceeds from sale of land, how kept, ...	110
Proceedings of stockholders for purchase of shares, ...	88
Property, taking of, for alteration, etc., ...	34, 56
exempt from taxation, ...	22, 25
injury to, ...	9
subsequently acquired covered by mortgage, ...	75
Prosecutions, or <i>qui tam</i> suits, ...	15
for offenses on cars, ...	14
Proxies, ...	29
Public officers, reports of, ...	7
way, condemnation of, ...	34
Purchasers of railroad under foreclosure may reorganize, ...	78
<i>Qui tam</i> suits, prosecution, ...	15
"Railroad Company," meaning of phrase, ...	4
duties of, on whom obligatory, ...	74
baggage, may regulate, ...	74, 88
branch, may build when, ...	39
connections, to make, when, ...	61
contracts with other roads, may make, ...	40
electricity, may use, ...	39
equal facilities, to afford, ...	61
fences, when railroad is operated by trustees, ...	56
foreclosure, powers of purchaser under, ...	78
general law, ...	30
police, ...	5, 16
report to Comptroller, to make, ...	23
stock of steamboat, ferry, bridge, or wharf company, ...	
may acquire, ...	38
Railroads, change of location of, ...	32
crossing another, ...	39
grade crossing, elimination of, may petition or, ...	36
grade of, how changed, ...	33

	PAGE
Railroad junctions, not to run over switches at, . . .	72
not to be built at grade across electric, horse, or cable road, ...	43
obstructions on, ...	10
towns, etc., not to aid construction, ...	8
Real estate, what may be held, ...	29, 30
of railroad company may be assessed for public improve- ments, ...	20
Receipt for freight to be given, ...	67
Receivers and trustees, duties of, ...	74
annual returns by, ...	78
Recommendations by commissioners, ...	107
Record of sale of equipment, ...	114
of assignments, releases, etc., ...	40
of conveyance or lease, ...	40
Regulation of speed at switches, stations, or highway crossings, .	73
of freight charges, ...	66
of signals, ...	70
Refusal to transport material for other railroads, ...	67
Reimbursement of towns, for elimination of crossings, ...	49
Release of easements by trustee, ...	7
of right of way, general law, ...	31
Releases to be recorded, ...	40
Removal of snow from sidewalks, ...	20
of grade crossings, ...	43
Reorganization under foreclosure, ...	78
Repairs required by commissioners, ...	104
highway crossings, over or under, who to make, ...	48
of changed highway, when imposed upon any person or corporation, ...	52
Reports, annual, number to be printed, ...	6
forms of, ...	78
accidents, of, ...	73
amount expended for property outside of state, ...	26
commissioners by, of neglect, etc., ...	108
false, penalty for, ...	14
General Assembly, to	108
lessors, by, ...	79
neglect to make, ...	78, 108
public officers, of, ...	7
railroads by, to Comptroller of State, ...	23, 24
street railways, by, ...	100
sworn to, ...	78
taxation, for, ...	24
to follow forms, ...	79
trunk lines, concerning, ...	79

	PAGE
Reports, when another company buys road, ...	27
when and how made, ...	78, 79, 96, 100
Returns to be corrected by board of equalization, ...	24
Returns by railroad mortgagees in possession, ...	26
Riding or driving on track, etc., ...	68
Right of way for highways, how obtained, ...	43
Rubbish, etc., deposited on railroad, ...	11
Safe approach to stations, ...	61
Safety couplers, ...	63
Sales of equipment, ...	114
Seats for passengers, ...	104
Security from contractors for payment for labor, ...	39
Service and material, lien for, ...	111
Shooting, etc., at engine or car, penalty for, ...	10
"Short haul" law, ...	66
Sidewalks, maintenance and repair of, ...	20
Signals to be given at crossing, over or under, when, ...	70
Signals, electricity, may be by, ...	70
fireman or assistant engineer, may sound, ...	70
highway crossings, at, ...	105
injuring, penalty for, ...	10
regulation of, ...	70
system of not to be changed without approval of Com- missioners, ...	69
whistle not to be blown, when, ...	70
Signs on cars, ...	63
Snow, removal of from the sidewalks, ...	20
Special damages by reason of change of grade of highway, ...	20
Speed of trains, ...	72, 107
Spitting, when prohibited, ...	64
Sprinkling of streets, ...	16, 17
Spur tracks, how authorized, ...	106
Standard time, ...	61
State to aid towns in paying railroad indebtedness, ...	3
Stations, abandonment of, ...	58
accommodation of villages, for, ...	57
appeals from orders in regard to, ...	58
approaches, safe, required, ...	61
change of, when line is moved, ...	58
established, how, ...	57
names to be posted, ...	63
neglect to rebuild, ...	58
passengers not to be put off between, ...	65
petition for an unfinished road, ...	57
powers of commissioners as to, ...	57, 58, 59

	PAGE
Stations rebuilt, how, ...	58
spitting on floors, etc., prohibited, ...	64
stopping trains at, petition for order, ...	59
stopping trains near drawbridges, ...	71
stretchers to be kept at, ...	73
trains designated at, ...	68
water-closets at, ...	64
Statutes, words and phrases in, how construed, ...	4
made a part of charters, ...	51
Steamboat and railroad police, ...	5, 16
companies may be acquired by railroad companies, ...	38
Stocks, condemnation of corporate, when, ...	38
of other companies, how acquired, ...	38
towns, etc., may not subscribe, ...	3
value how determined, ...	28
value in certain cases, ...	29
valuation for taxation, ...	29
Stockholders may begin proceedings, when, ...	38
meetings, proxies at, ...	29
to approve lease, ...	40
Storage, free for two days, ...	67
Storage and demurrage charges regulated, ...	66, 67
Streets, obstruction of by trains, ...	19
Street Railways:	
annual reports, ...	100
abandonment of cars, ...	13
adverse possession not acquired to land, ...	102
air brakes, commissioners may order, ...	100
alteration in location of road for public safety, ...	90
amending of orders by commissioners, ...	85
appeals to railroad commissioners, ...	84, 97
to superior court, ...	85
by property owners, ...	80
appointment of commissioners, ...	102
apportionment of cost, ...	101
approval of construction by commissioners, ...	83
baggage, ...	90
bonds, issue of, ...	74
bridges, guard-rails on, ...	100
highway, railway company to repair when its operation has made same unsafe, ...	98, 99
included in highway, ...	96
brine, use of, ...	96
building of parallel roads, ...	92
cars, abandonment, injury or obstruction of, ...	12
gates on platforms, ...	99
shooting at, etc., ...	11

Street Railways:

cars, spitting in prohibited, ...	64
to stop at drawbridge, ...	89
wilful injury of, ...	10
certificates of merger to be filed with Secretary of State, ...	103
of reorganization, ...	94
from railroad commissioners before operating road, ...	105
change of grade, ...	81, 83
city streets, paving of, ...	85
claim for damages, personal injury or death, ...	9
commissioners, company may appeal to, ...	84
orders on company's application, ...	84
may amend orders, ...	85
recommendations by, ...	107
to direct method of construction, ...	83
connecting railways, facilities for travel on, ...	91
construction, approval of by commissioners, ...	83
crossing of steam railroads and street railways at grade prohibited, ...	42, 96
crossing tracks of steam railroad, ...	97
damages, personal injury or death, claim for, ...	9
damage or injury by defective highway, ...	87
decomposing matter not to be used on tracks, ...	96
defects in highway, ...	87
directors, residence of, ...	95
discontinuance of operation, ...	86
drawbridges, cars to stop at, ...	89
payment for use of, ...	21
electric appliances, penalty for injury to, ...	11
enclosing platforms of cars, ...	99
equipment, conditional sale of, ...	114
examinations by railroad commissioners, ...	105
express business, taxation of, ...	27
facilities for travel on connecting railways, ...	91
failure to operate road, ...	86
fences to be built along lines not on public streets or highways, ...	56
fenders, commissioners may order, ...	99
foreclosure, rights of trustees and others, ...	93
gates on platform of cars, ...	99
grade, change of, ...	81, 83
grade crossings, prohibited, ...	96
removal of, ...	96
elimination of, expenses, how apportioned, ...	97
guard rails on bridges, ...	100
hearings by officials of municipalities, ...	83

	Page
Street Railways:	
highway bridges, repairs of, ...	98
highway, defects in, ...	87
meaning of, to include bridge, ...	96
repairs of, ...	86
hindering in use of tracks, ...	13
incorporation of, ...	4
land, adverse possession not acquired to, ...	102
may be purchased for layout, ...	90
liabilities of reorganized corporation, ...	94
limitation of, ...	74
local authorities to direct location of tracks, ...	81
location of tracks, wires, etc., ...	80
maps to be filed, ...	93
meaning of highway, ...	96
merchandise, transportation of, ...	88
merger, certificate of, filed with Secretary of State, ...	102
method of construction, approval of, ...	83
mortgages and bonds, ...	74, 75
motormen, seats for, ...	91
municipal officials to give hearings, ...	82
liability for defective highway, ...	87
not operated without commissioners' certificate, ...	105
notices concerning layout and real estate, ...	104
obstruction of cars, ...	12
orders by local authorities, alteration of, ...	83
orders to be recorded, ...	83
operation, discontinuance of, ...	86
packages, regulation of size, ...	90
parallel lines, construction of, ...	99
passes for commissioners, ...	104
passenger car regulations, ...	90
paving of city streets, ...	85
payment for use of drawbridge, ...	21
plans of construction to be presented and approved, ...	80
plank on bridge, maintenance of, ...	98
platforms to be inclosed, ...	99
police, ...	5, 16
powers of commissioners in regard to travel on connect- ing roads, ...	91
property owners may appeal, ...	89
public safety, alteration in road for, ...	90
purchase of land for layout, ...	90
recommendations by railroad commissioners, ...	107
regulation of cars, ...	90
of speed, ...	81
removal of grade crossings, ...	96

	Page
Street Railways:	
reorganized corporations, ...	94
repairs of streets, ...	86
reports, annual, ...	100
rights to expire, when, ...	85
running on tracks of other roads, ...	94
of cars on Sunday, ...	101
sale, court may order, when, ...	93
salt, brine, or pickle may not be used without permission, ...	95
seats for motormen, ...	91
selectmen to record orders, ...	88
snow, regulation for removal of, ...	95
removal of in Fairfield and New Haven counties, ...	95
disposition of, regulated, ...	95
speed regulations, ...	81
steam not to be used as power, ...	95
"street," or "highway," meaning of, ...	96
streets, defective, damage caused by, ...	87
paving of, ...	85
sprinkling of, ...	16
sprinkling, assessment for, ...	17
Sunday, operation of cars, ...	101
taxation, ...	27, 88
title not acquired by adverse possession, ...	109
tracks not to be laid until order is recorded, ...	83
to be located by municipalities, ...	81
used by another company, ...	94
wrongful use of, ...	96
willful hindering use of, ...	13
transfer tickets, fraudulent use of, ...	14
transportation of merchandise, ...	88
travel on connecting railways, facilities for, ...	91
trespass upon cars, ...	12
trustees, rights of under foreclosure, ...	93
use of tracks by another company, ...	94
vestibules on cars, ...	99
Stretchers on trains and at stations, ...	73
Structures over railroads, length, width, etc., to be deter-	
mined by railroad commissioners, ...	43
Structures over or under railroad, repairs of, ...	48
Substitution of crossings for private crossings, ...	51
Suit for damages to person and property, ...	9
for forfeitures, when brought, ...	15
for loss of life, ...	9
<i>qui tam</i> , prosecution of, ...	15
Sunday trains, etc., ...	60
fares to be charged, ...	60
freight traffic, ...	6

	Page
Sunday running of electric cars, ...	101
Superior Court, appeals to, ... 41, 47, 48, 51, 58, 85, 97, 106	106
Supervisors of dams, ...	111, 112
Surrender of road to mortgage trustee, ...	76
Switch, penalty for displacing, ...	10
Switches may be passed without stopping, ...	72
at railroad junctions not to be run over, ...	72
Switching across highway, ...	106
System of signals not to be changed without approval of Com- missioners, ...	69
Taking of land, ...	30, 31, 34, 35, 47, 50
Taxation, ...	22, 23, 24, 25, 26, 27
of dwelling houses, railroad companies, ...	23
of express business, ...	27
Telegraph operators, hours of labor, ...	113
Term of commissioners, ...	102
Theft or embezzlement of tickets, ...	11
Throwing or shooting at cars, penalty for, ...	10
Tickets for members of General Assembly, ...	6
theft or embezzlement of, ...	11
Ties, transportation of, ...	67
Time, standard, ...	61
Title not acquired by adverse possession, ...	102, 109
Town clerk, plan of road to be deposited with, ...	37
Towns not to aid railroads, ...	3
to receive state aid, how, ...	3
reimbursed for crossings changed, ...	49
Tracks, committing nuisance on, ...	11
height of bridges over, ...	18
land for additional, ...	34
location and grade, ...	83
obstructions on, ...	10
riding or driving on, ...	68
Trainmen to wear badges, ...	68
Trains at stations, ...	57
brakemen on, number of, ...	72
connections, to make, ...	61, 62
designation of, at stations, ...	63
late, when bulletined, ...	64
near drawbridges, ...	71
obstruction of highways by, ...	19
running on Sunday, ...	60
speed of, ...	72, 107
speed at switches, etc., when regulated, ...	72
stoppage of, near villages, ...	57
stretchers on, ...	73

	PAGE
Trains to stop at stations near drawbridges, ...	71
when to stop before crossing a railroad or drawbridge,	71
Transfers, fraudulent use of, ...	14
Transportation of animals, ...	18
charges, lien of company for, ...	67
of explosives, ...	66
of members of the general assembly, ...	6
of material, ...	67
of milk, ...	65
Trees at grade crossings may be ordered removed, ...	46
Trespassing on engines, cars, tracks, stations, etc., ...	68
upon street railway cars, ...	12
Trunk line of N. Y., N. H. & H. R. R., ...	79
Trustees, accounting by, ...	76
and receivers, duties of, ...	74
annual returns by, ...	27
duties as to fences, ...	56
expenses of operation, ...	77
inventory by, ...	76
liability of, limited, ...	76
neglect of duties, removal for, ...	77
powers same as company, ...	74, 77
prior incumbrances not affected, ...	77
release easements, etc., ...	7
release damages for lands taken, ...	30
roads operated by, ...	56
surrender of road to, ...	76
Unclaimed damages for land taken, how held for owner, ...	110
Use of electricity, ...	39
Use of highway for switching restricted, ...	106
Valuation of certain railroad stocks, how determined, ...	28
in certain cases, ...	29
Venue, ...	16
Villages, trains to stop at when, ...	57
Warning boards at grade crossings, ...	69
Water-closets at stations, ...	64
Water-courses not navigable, crossing of, ...	41
change of, ...	32
appeals from railroad commissioners' orders, ...	41
Water, navigable, bridges over, ...	17
drinking, in cars, ...	63
Way bill, copy of, when to be given, ...	67
Wharves, companies' may be acquired by railroad companies, ...	38
Whistle, engine to be provided, ...	69

	PAGE
Whistle to be sounded, ...	69
when not to be sounded, ...	70
air in lieu of steam, ...	70
Wire, barbed, use of, ...	110
Witnesses examined by commissioners, ...	108
fees of, taxed and paid, ...	108
Words and phrases in statutes, construction of, ...	4

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OF
HIGHWAY COMMISSIONER
FOR 1910

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State of Connecticut.

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TWENTY-FOURTH REPORT

OF THE

Bureau of Labor Statistics

FOR THE

TWO YEARS ENDED NOVEMBER 30, 1910.

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CONTENTS.

	PAGE.
LETTER OF TRANSMITTAL, ...	5
INTRODUCTION, ...	7
PART I.	
NEW FACTORY CONSTRUCTION, ...	17
PART II.	
FREE PUBLIC EMPLOYMENT BUREAUS, ...	87
PART III.	
CHILD LABOR, ...	107
PART IV.	
TENEMENT HOUSES, ...	201
PART V.	
DIRECTORY OF LABOR ORGANIZATIONS, ...	215
PART VI.	
STRIKES AND LOCKOUTS, ...	237
EMPLOYERS' LIABILITY AND WORKMEN'S COMPENSATION, ...	270
PROPOSED LEGISLATION, ...	367

STATE OF CONNECTICUT.
OFFICE OF THE COMMISSIONER OF BUREAU OF
LABOR STATISTICS.

LETTER OF TRANSMITTAL.

Hartford, December 31, 1910.

*To His Excellency, FRANK B. WEEKS,
Governor of Connecticut.*

*Dear Sir:—In accordance with the provisions of the General
Statutes I have the honor to submit herewith the Twenty-fourth
Report of the Bureau of Labor Statistics.*

Very respectfully,

WM. H. SCOVILLE,

Commissioner.



INTRODUCTION.

This is the second report of the bureau to make its appearance as a biennial publication. It should be explained, however, that it is the twenty-fourth consecutive report of the department, the first of the series having been issued in 1885.

NEW FACTORY CONSTRUCTION.

The usual subject of New Factory or Mill Construction is made Part I. of the report. This completes the tenth year during which this subject has been treated upon in the various publications of the bureau and comparisons are made a feature of this chapter. The material including a tabulated statement, will be found on pages 17-86.

FREE PUBLIC EMPLOYMENT BUREAUS.

The five free public employment offices which were instituted and organized by the state in 1901 and which have been in charge of this bureau since that time have had the same success during the past two years as formerly.

It might be added in this connection that the adoption of the card system (described in Bulletin No. 3) has shown good results. A complete abstract of the business transacted in these offices will be found on pages 87-106.

CHILD LABOR.

The subject of Child Labor is made Part III. of the report. The major portion of this material is published by permission of the American Association for Labor Legislation and is exhaustively treated on pages 107-200. The chapter includes tab-

ulated statements showing prohibited employment of children in the various states, covering also the subject of hours of labor for children, working papers required and compulsory education.

Extracts from a treatise by William C. Hanson. M. D., upon the subject of "The Health of Young Persons in Massachusetts Factories." are given here:

"Probably few persons realize the scope and significance of the present opportunity for inquiring into the health of young persons in the factories of Massachusetts. It is not generally known that the work is done by physicians who are also hygienists, men familiar not only with industrial conditions, but to a great extent with all sorts of conditions and influences which affect or threaten to affect the public health. When the inspector finds in a factory a young person whose health is poor or whose physical condition is unfit for the work in question, he records facts concerning the child's health and conditions of employment, and advises intelligently whether the child quite unfit for one trade or process may be suited for another, or whether the child should be kept from factory work altogether. Being closely associated with the local health authorities, he confers with them, and if necessary, assists in the enforcement of regulations to prevent the spread of disease. For example, if a young person in a factory is found to have tuberculosis or appears to be predisposed to that disease, or if the child's family history discloses a recent death from tuberculosis in the household, the inspector calls this fact to the attention of the local health authority, that an agent may visit the family to see that sanitary home conditions are maintained. In this way, unreported cases of tuberculosis have been brought to light.

"The advantages of having for factory inspectors and medical advisers to minors, men familiar with local sanitary problems, in touch with local health officials, are proving so great that before long they will be clearly recognized by the public. Moreover, these medical inspectors, known as state inspectors of health, by reporting observations and facts to a central body, the State Board of Health, place it in a position to acquire information relative to the sanitation of local communities throughout the commonwealth, including (1) matters relating to water sup-

plies and sewage, (2) the prevalence of diseases dangerous to public health in home, school house, factory or elsewhere, (3) sanitation of school houses and industrial establishments, and (4) information concerning the health of young persons in factories, at their work, and the influence of such occupation upon the health of these minors.

"To collect data concerning the health of all young persons of each sex in the factories in Massachusetts is itself a task of considerable magnitude. To consider in addition the possible injurious influences to which minors are exposed in certain trades, occupations or processes, while at their work, makes even greater demands upon the inspectors' time. These facts, taken into consideration with the fact that the duties imposed on the health inspectors are varied, make it obvious that they are handicapped in their study of the health of young persons in relation to occupational diseases.

"But were the health inspectors relieved from certain work, as for example, that of inspecting slaughter-houses and provisions, a duty clearly not intended to fall within their province when they were appointed state inspectors of health, there still would be a difficulty impossible to overcome without further legislation. I refer to the lack of proper places for physical examination of young persons whenever, in the opinion of a state inspector of health, such examination is advisable or necessary. This is the most serious handicap in connection with the work of the inspectors, not only because the absence of suitable places for examination of minors means inaccurate and incomplete data concerning their health, but because the absence of accurate and complete data means the impossibility of accurate statistical information to show either the percentage of minors in ill health in our factories, or the percentage of minors whose health is more or less affected as the probable result of injurious influences of different occupations or processes.

"To be sure, there is another side to this question, as is shown by the very promising work already accomplished by the inspectors. These officials have obtained a considerable knowledge, and can, in the course of time, obtain full knowledge of the conditions of employment. They point out certain dangers which are

avoidable, so that young persons may no longer be subjected to avoidable unhygienic influences; they point out dangers which, while not entirely avoidable, make the occupation unsuited to young persons; and, finally, they brand as dangerous those processes and trades which from their nature are intrinsically dangerous to health, hence unfit to be followed by boys and girls under eighteen years of age. But with a law providing better convenience for examining young persons, in addition to the present opportunity of observing them at their work, the system would be complete, except for the limited appropriation for carrying out the statute provisions.

"An examination of a young person ought to take into account and record general health, personal or family history if important, observations of the minor while at work, fitness for the particular kind of work done, age, sex, height and weight. Such examinations ought to be made with sufficient frequency which, in any trade or process, should not be less often than once a year, and in some occupations or processes, if permitted at all, not less often than twice or three times a year. Under existing conditions so thorough a system can only partially be carried out.

"When conditions of ill health or of physical unfitness are discovered, aside from communicable diseases already considered, two courses are open to the health inspectors. They may inform the child's parents, or, if to the child's advantage, his employer. Many have been aided, if not completely relieved, by the willingness of an employer at the suggestion of the health inspector to change their work, and, in some instances, by the interest of employers in paying, in part, for treatment of children found in their employ afflicted with a disease like tuberculosis. On the other hand, in the absence of authority to exclude from factories young persons found in ill health or physically unfit, the parents of the children take but little notice of information and advice given them.

"In the school, when such affections as pediculosis, scabies, blepharitis, trachoma, etc., are detected they are vigorously excluded until remedied. Why not in the factory? In the school each child's sight and hearing are tested annually. Why are not the sight and hearing of each young person in a factory

tested annually and a judgment formed for each child based on the kind of work done and the conditions under which the work is done? Why should not children in factories receive even greater attention than those in our schools, when many factory children are exposed to influences far more inimical to health than the conditions to which school children are subjected in school rooms and for longer daily periods?"

PROPOSED ESTABLISHMENT OF CHILDREN'S BUREAU.

Herewith is printed a bill to establish in the Department of Commerce and Labor a bureau to be known as the Children's Bureau.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be established in the Department of Commerce and Labor a bureau to be known as the Children's Bureau.

Sec. 2. That the said bureau shall be under the direction of a chief, to be appointed by the President, by and with the advice and consent of the Senate, and who shall receive an annual compensation of four thousand dollars. The said bureau shall investigate and report upon all matters pertaining to the welfare of children and child life, and shall especially investigate the questions of infant mortality, the birth rate, physical degeneracy, orphanage, juvenile delinquency, and juvenile courts, desertion, dangerous occupations, accidents, and diseases of children, employment, legislation affecting children in the several states and territories, and such other information as may have a bearing upon the health, efficiency, character, and training of children. The chief of said bureau may, from time to time, publish the results of these investigations.

Sec. 3.—That there shall be in said bureau, until otherwise provided for by law, an assistant chief, to be appointed by the Secretary of Commerce and Labor, who shall receive an annual compensation of twenty-four hundred dollars; one private secretary to the chief of the bureau, who shall receive an annual compensation of one thousand five hundred dollars; one statistical expert at two thousand dollars; two clerks of class four; two clerks of class three; one clerk of class two; one clerk of class one; one clerk at one thousand dollars; one copyist at nine hundred dollars; one special agent at fifteen hundred dollars; and one special agent at twelve hundred dollars, and one messenger at seven hundred and twenty dollars.

Sec. 4. That the Secretary of Commerce and Labor is hereby directed to furnish sufficient quarters for the work of this bureau at an annual rental not to exceed two thousand dollars.

Sec. 5. That this act shall take effect and be in force from and after its passage.

This bill was introduced in the Sixtieth Congress and was favorably reported by the committees in charge of it in both Houses.

At the suggestion of the Secretary of the Interior, and with the consent of the friends of the measure, this bill provides for the bureau to be located in the Department of Commerce and Labor. There have appeared before the committee in charge of the bill in both Houses of Congress many disinterested persons of national reputation, interested only in the welfare of children.

No one has appeared before us opposed to the bill, and it has been indorsed by such representative bodies as the General Federation of Women's Clubs, the American Federation of Labor, the White House Conference on Dependent Children, composed of 216 representatives of child-helping organizations, the American Prison Association, the National Consumers' League, the National Child Labor Committee, the Child-Saving Conference held at Worcester, Mass., at which thirty-three organizations interested in the welfare of children were represented, and many other state and local organizations devoted to child welfare. These persons and organizations testified, with one voice, to the need which is keenly felt for information concerning the various problems of child life in the nation. They assert that their own work in various fields of child-helping service is handicapped for lack of such information, that they are at a disadvantage as compared with similar organizations in other nations with regard to such a source of information, and that the National Government is the only agency to which they can look for the investigation and dissemination of the facts regarding children, especially the unfortunate children of the country.

Many friends of the bill interested in securing better state legislation fully recognize that the National Government can not, under the Constitution, interfere by national legislation with such subjects as may be controlled by the police power of the states, but they appeal to the National Government to furnish

such information regarding the conditions and the remedial legislation of the several states as will help those interested in the welfare of children to secure such additional state legislation as may be needed. The committee recommended the passage of this bill for the following reasons:

(1) We believe it clearly a constitutional function of the Government under the natural development of the general provision for the Census, to secure information on various subjects for which there is a sufficient demand. Similar work to that proposed by the Children's Bureau is being done by the National Government; we have a Bureau of Manufactures, and we have recently established a Bureau of Mines. Under the Agricultural Department are various bureaus, such as the Bureau of Animal Industry, the Bureau of Plant Industry, the Bureau of Chemistry, the Bureau of Soils, the Bureau of Entomology, all of which are designed primarily for the dissemination of information for the welfare of the agricultural population, and thus for the people generally. But the children are the most helpless class. Whatever is done for them must be done by others. The argument for individual initiative can not apply to them.

(2) There is no other agency of the National Government which meets the demand for information concerning the children of the nation. The census reports every decade are of immense value in the way of general statistics. But, as testified by the former Director of the Census, the Census Bureau is not equipped for such particular studies as are contemplated in the children's bureau, and it would be injurious to its general work for it to undertake such studies.

The question of diseases of children suggests the fact that a quarter of the blind children now in schools for the blind in this country are unnecessarily blind, such blindness being easily preventable by the application of a simple remedy soon after birth.

Another problem concerning which information is greatly desired is the problem of the dependent children, whose condition makes a special appeal. The whole question of the institutional care of the orphans and the work of the home-placing societies needs authoritative investigation. It is estimated that there are 90,000 children collected in institutions and that the cost of sup-

porting them is between fifteen and twenty million dollars a year. It is presumed that there are 50,000 orphans taken care of by other charitable agencies of various kinds. How these 140,000 or 150,000 children are being cared for, and how they turn out after leaving these institutions or the homes of their adoption is a matter of profound interest to the nation.

The subject of child labor, embracing the question of accidents to children, is another subject of concern in which there is a wide difference of opinion, and at present no method of securing facts which is not open to criticism. If the census of 1910 shows that there are 1,000,000 children in America under 16 years of age employed in winning bread aside from children on farms, whose labor is generally healthful and helpful, then the country ought to know how the labor of these children is being regulated; what occupations are especially dangerous or injurious physically or morally; at what ages children should be allowed to enter the army of breadwinners, and what restrictions should be thrown around them; in what occupations and at what ages the labor of children should be prohibited, and what is the general effect of premature toil.

Still another problem demanding solution is the question of juvenile delinquency. Only in recent years has this question been studied at all in this country, and many states and communities are still without the knowledge which they would act upon if given to them. What the best methods are of treating delinquent children, the various problems arising in the juvenile court, and the best method of meeting these problems—all these questions need to be investigated and the information, secured by experts, given to the people of the country in the form of government bulletins, speaking with authority.

(4) It is evident from a former hearing on this bill that the work of the children's bureau would be closely related to that of the Census Bureau and to the Bureau of Labor, both under the Department of Commerce and Labor, and also to the Bureau of Education. It was stated by the heads of these bureaus that there would be little or no danger of the duplication of work already being done by these other bureaus, and that there was need for the establishment of the new bureau.

The committee believes the need for such a bureau has been proved, and that the scientific investigation and publication in popular form of the facts concerning the unfortunate children of the country will be of great value; that it will tend to the saving of human life and suffering. For these reasons we recommend the passage of this bill.

TENEMENT HOUSES.

A description of buildings designed for the occupancy of three families or more, permits for the erection of which have been issued in the six cities of the state to which the "Tenement House Act" applies, is made Part IV. of the report.

This material, including a copy of a proposed law, which provides for the establishment of a State Board of Tenement House Supervision, will be found on pages 201-214.

DIRECTORY OF LABOR ORGANIZATIONS.

Part V. is made up of as complete a Directory of Labor Organizations as the bureau has been enabled to secure. To the secretaries and other officers of the various trade unions which have supplied the department with data for the purpose indicated as well as for other courtesies received, the thanks of the compilers of this chapter are due and are hereby tendered. The list of labor organizations will be found on pages 215-236.

STRIKES AND LOCKOUTS.

The usual material relating to industrial disturbances known to have taken place within the state is made Part VI. of the report. It is most gratifying to note that these disputes were in no instance of any great seriousness. Adjustments were, in most cases, made without the aid of outside influences and were for the most part of a nature having an effect of bringing the employer and employed in closer and pleasanter relations each with the other.

The material relating to this subject, including a tabulated statement will be found on pages 237-269.

EMPLOYERS' LIABILITY AND WORKMEN'S COMPENSATION.

On pages 270-366 of the report the subject of Workmen's Compensation and Liability of Employers for injuries to employes in the course of employment is exhaustively treated. The nature of the various systems of the adjustment and distribution of the burden of the results of industrial accidents is most ably explained in the paper by Lindley D. Clark, A.M., LL.M., which is reproduced, and which explains in detail the operation of Compensation and Liability laws in the various states wherein they have been enacted. Following this and dealing with the same subject are explanatory statements and notes by P. Tecumseh Sherman, of New York, and others equally distinguished, concerning a proposed Workmen's Compensation Bill for Uniform State Legislation. The final draft as afterwards presented to the National Civic Federation is printed in full on pages 347-366 of the report. The bureau is informed that there are several bills bearing upon this subject which have been framed and will be introduced into the Connecticut General Assembly at its January Session of 1911. It is also informed that the bill as drafted by the legal Committee of the National Civic Federation will be presented in committee as a substitute measure.

PROPOSED LEGISLATION.

The closing chapter of the report is devoted to abstracts of laws which, the bureau is informed, will be introduced into the coming session of the Legislature. Duplication has been avoided as far as possible and measures of practically the same intent omitted.

Part I.

New Factory Construction.

- 1 ESTABLISHMENT
- 2 LOCATION
- 3 DIMENSIONS
- 4 FLOOR SPACE
- 5 ACREAGE
- 6 STYLE OF STRUCTURES
- 7 COST OF ADDITIONS
- 8 COMPARISONS
- 9 TABULATED SUMMARY

NEW FACTORY CONSTRUCTION DURING THE TWO YEARS ENDED JULY 1, 1910.

NUMBER OF BUILDINGS.

During the year ended July 1, 1910, reports received by the bureau indicate that there were constructed within the state, for manufacturing purposes, three hundred and forty-eight separate buildings. These structures were erected by one hundred and sixty-five firms, corporations or individuals. This, in comparison with two hundred and nineteen factory buildings erected during the year 1909, by one hundred and sixty-two firms, corporations or individuals.

(From Labor Bulletin No. 3, issued 1909.)

"The reports received during the year ended July 1, 1909, indicate that there were two hundred and nineteen separate buildings erected for the specified purpose.

"The establishments interested in the construction of these buildings numbered one hundred and sixty-two. This in comparison with one hundred and sixty-five factory buildings erected during the corresponding period of 1908, by one hundred and seven firms, corporations or individuals.

"During the period of ten years included by the bureau in its collection of data upon the subject of New Factory or Mill Construction, 2,117 separate buildings were erected or additions made to existing plants by 1,408 establishments. The average number for the ten-year period was, therefore, two hundred and eleven, while during the 1909 period two hundred and nineteen buildings were erected, this being about four per cent. more than the stated average for the term named.

"Making comparisons with previous years it is shown that the

number of buildings erected during the year 1909 was 32.7 per cent. more than in 1908; 44 per cent. less than in 1907; 33.4 per cent. less than in 1906; 16.5 per cent. more than in 1905; 51 per cent. more than in 1904; 18.4 per cent. more than in 1903; 73.8 per cent. more than in 1902; 138 per cent. more than in 1901; and 10.6 per cent. less than in 1900."

The buildings erected during the year 1910, as shown in a preceding paragraph, numbered three hundred and forty-eight. This is 59 per cent. in excess of the number erected in 1909. Comparisons of 1909 with preceding years are given in the extract from Bulletin No. 3.

During the eleven-year period of 1900-1910, inclusive, the number of buildings erected of the class described was 2,465, and the number of establishments interested in or causing their construction was 1,573. An average number of buildings of two hundred and twenty-four per year for the entire period, and of establishments interested one hundred and forty-three per year. The figures for 1910 show, therefore, that the number of buildings erected during that year was 55.4 per cent. more than was the average number during the eleven-year period and that the number of firms interested was 15.4 per cent. greater than the eleven-year average.

TOWNS BENEFITED.

Of the one hundred and sixty-eight towns in the state forty-two were benefited by the erection within their limits of buildings for purposes of manufacturing or industrial enterprises. This is 25 per cent. of the whole number as against 23.2 per cent. in 1909; 20 per cent. in 1908; 31 per cent. in 1907; 31.5 per cent. in 1906; 23.8 per cent. in 1905; 22.6 per cent. in 1904; 23.8 per cent. in 1903; 25.6 per cent. in 1902; 21.4 in 1901 and 35.1 per cent. in 1900.

Bridgeport leads all other towns in respect of the number of New Factory buildings erected during the two years last past. In that town there were constructed eighty-six buildings of the class described, in Waterbury there were fifty-nine structures designed for manufacturing purposes erected, while Hartford has forty-nine buildings to its credit, followed by New Haven with

forty-one, New Britain twenty-six, eighteen in Bristol and fifteen in each of the towns of Danbury, Norwich and Stamford.

There are twenty-three towns in the state in which the sum expended in the construction of buildings for manufacturing purposes amounted to \$50,000 or more. Of these Waterbury leads, there having been \$940,100 expended there for the purpose indicated during the two years last past. Bridgeport is second in the scale, the expenditure there being \$833,635, Hartford follows with \$689,905 to its credit, in New Haven \$495,500 was expended; in New Britain, \$487,450; Norwich, \$282,600; Bristol, \$243,700; Danbury, \$220,500; Enfield, \$214,000; Montville, \$206,500; Stamford, \$188,200; Windham, \$135,200; Norwalk, \$108,200; Branford, \$88,000; Meriden, \$86,100; Winchester, \$84,500; Vernon, \$70,700; Plainfield, \$68,500;; Wallingford, \$65,500; Middletown, \$65,000; Wilton, \$64,000; New London, \$56,500, and Killingly, \$50,000. The total amount expended in the state during the two years included was \$6,346,540. Of this sum \$2,064,100 was expended during the year of 1909, the remainder, \$4,282,440 having been disbursed during the 1910 period. The sum expended during the last named year is, therefore, 107 per cent. in excess of the amount disbursed for the same purpose during the year 1909; exceeds the amount expended in 1908, 139 per cent.; is 5 per cent. less than was expended in 1907, 14 per cent. more than in 1906, 152 per cent. more than in 1905, 140 per cent. greater than in 1904, 81 per cent. more than in 1903, 76 per cent. more than in 1902; 102 per cent. more than in 1901 and 120 per cent. more than in 1900.

The following table shows the floor space, ground area and cost of construction of New Factory buildings in the fifty-seven towns of the state in which these building operations took place during the years 1909 and 1910. The figures show that the floor space included in these structures amounts to 137.2 acres, the ground area roofed over being 64.5 acres and the total cost of construction \$6,346,540.

TABLE SHOWING FLOOR SPACE, GROUND AREA AND COST OF
CONSTRUCTION DURING THE TWO YEARS ENDED
JULY 1, 1910.

TOWN.	Floor Space Feet	Ground Area Feet	Amount Expended
Beacon Falls	8,736	8,736	\$9,000
Berlin	22,500	8,100	12,500
Bethel	33,890	13,405	22,950
Bozrah	7,200	2,400	4,000
Branford	52,286	51,258	88,000
Bridgeport	950,967	445,915	833,635
Bristol	184,400	92,332	243,700
Chatham	13,788	10,902	16,000
Cheshire	21,820	18,125	29,000
Columbia	1,200	1,200	1,500
Danbury	207,529	90,385	220,500
Derby	30,256	24,256	33,000
East Hartford	8,775	2,925	4,000
East Lyme	12,000	6,000	8,000
Enfield	223,932	62,444	214,000
Essex	12,672	12,672	13,400
Fairfield	7,508	7,508	7,700
Farmington	8,100	2,700	8,000
Glastonbury	56,040	21,220	34,000
Greenwich	7,500	7,500	10,000
Griswold	40,000	20,000	49,000
Guilford	6,048	1,512	12,000
Hartford	586,139	274,473	689,905
Huntington	29,332	14,752	32,000
Killingly	50,000	25,000	50,000
Manchester	15,350	13,600	7,500
Meriden	59,864	23,304	86,100
Middlefield	10,300	5,150	10,500
Middletown	57,805	24,605	65,000
Millford	8,540	4,270	12,000
Montville	110,608	55,304	206,500
New Britain	405,646	141,871	487,450

TABLE SHOWING FLOOR SPACE, GROUND AREA AND COST OF
CONSTRUCTION DURING THE TWO YEARS ENDED

JULY 1, 1910.—(Concluded.)

TOWN.	Floor Space Feet	Ground Area Feet	Amount Expended
New Haven	390,728	243,649	\$495,500
New London	57,795	29,095	56,500
Norwalk	127,464	67,712	108,200
Norwich	372,942	197,459	282,600
Plainfield	88,650	52,250	68,500
Plainville	11,200	3,700	11,500
Portland	111,600	39,600	40,000
Putnam	15,440	9,720	20,000
Rocky Hill	15,785	5,785	20,000
Saybrook	18,000	15,250	22,500
Seymour	15,990	9,870	21,000
Southington	7,615	4,415	7,100
Sprague	17,300	14,100	12,800
Stafford	3,750	1,250	2,800
Stamford	166,922	63,083	188,200
Stonington	36,580	13,940	28,300
Stratford	8,610	2,870	10,000
Torrington	59,340	43,140	49,700
Vernon	37,370	27,810	70,700
Wallingford	61,900	20,660	65,500
Waterbury	785,085	323,623	940,100
Wilton	47,400	16,350	64,000
Winchester	104,000	32,410	84,500
Windham	157,544	56,048	135,200
Windsor Locks	6,716	3,800	21,500
Total	5,976,437	2,811,413	\$6,346,540

Divided as to years the figures show that while the floor space covered by factory buildings erected in 1909 amounted to 47.7 acres and the ground area 23.4 acres, in 1910 the total ground area amounted to 41.1 acres and the floor space 89.5 acres.

In fifteen towns of the state the ground space covered by manufacturing buildings erected during the two-year period exceeded one acre in area. In Bridgeport the ground surface covered was 10.2 acres, Waterbury 7.4 acres, Hartford 6.3 acres, New Haven 5.6 acres, Norwich 4.5 acres, New Britain 3.3 acres, in each of the towns of Bristol and Danbury the ground surface covered over was 2.1 acres, 1.6 acres was covered over in each of the towns of Norwalk and Stamford, 1.4 acres in Enfield, in Montville and Windham 1.3 acres of land was roofed over in each, while in Branford and Plainfield the ground area covered was 1.2 acres in each.

AVERAGE COST.

The average cost of the three hundred and forty-eight buildings erected during the year 1910 was \$12,305. This as compared with an average cost of \$9,425 in 1909, \$10,856 in 1908, \$11,503 in 1907, \$11,376 in 1906, \$9,052 in 1905, \$12,294 in 1904, \$12,839 in 1903, \$15,364 in 1902, \$23,062 in 1901 and \$7,956 in 1900.

The average cost for the entire period of eleven years during which the bureau has gathered material of this character is \$12,367.

CONSTRUCTION OF BUILDINGS.

As will be noted, there were five hundred and sixty-seven structures erected for manufacturing purposes during the two-year period. Of these buildings the major part were constructed of slow burning material, the larger number being of brick, while over 75 per cent. of the whole number or four hundred and thirty-five buildings were constructed of either brick, concrete, steel, stone, reinforced concrete or iron, the remaining number being built of frame construction or of frame and brick, and of frame, concrete and iron.

HEIGHT OF BUILDINGS.

Of the five hundred and sixty-seven buildings erected during the years 1909 and 1910, for the purposes indicated, approximately 53 per cent. were of the one-story variety, 22 per cent. were two stories in height, ten per cent. were classified as three-story buildings, while the remainder, being fifteen per cent. of the whole number, were built four, five, six, seven and nine stories from the ground.

There follows a brief description of each structure erected in the various towns during the two years included and the tabulated statement will be found on pages 72-86.

BEACON FALLS.

1909.

For storage purposes the Beacon Falls Rubber Shoe Company erected a frame building. It is one story in height, 80x104 feet in size and cost \$8,000.

1910.

A one-story brick addition to its plant was made by the Homer D. Bronson Company. Its size is 13x32 feet and its cost \$1,000.

BERLIN.

1909.

A three-story brick addition to its plant was put up by the American Paper Goods Company at Kensington. Its dimensions are 42x150 feet and its reported cost \$8,000.

A factory building of brick and concrete was erected by Louis Lanza for the occupancy as a manufacturing plant by the Swift-Waters Company. The structure is of the two-story variety, 30x60 feet in size, and cost \$4,500.

BETHEL.

1910.

The plant of George A. Shepard's Sons was improved by the erection of a frame addition. The addition is five stories high, 45x72 feet in size and cost \$8,000.

A two-story frame addition to its plant was made by the Bethel Hat Company. The reported cost is \$950, and its dimensions 21x21 feet.

At a reported cost of \$7,000 the Cuff Hat Company made several additions. The improvements consist of a brick factory building, 20x60 feet in size, with wing 28x40 feet. The company also made three additions to frame buildings of the dimensions of 20x20 feet, 22x32 feet and 20x25 respectively, and a brick boiler house 20x22 feet in size, all being two stories in height.

New factory buildings of frame and brick construction were put up by William G. Staib. One building is 40x68 feet, two stories high while the other is one story in height, 40x66 feet in size, and the total reported cost is \$7,000.

BOZRAH.

1910.

A shoddy mill of stone construction was erected by Gilman Brothers at Bozrahvile. Its dimensions are 40x60 feet, three stories high, and the reported cost is \$4,000.

BRANFORD.

1910.

At a total cost of \$88,000 the Malleable Iron Fittings Company increased the capacity of its plant. The improvements consist of two one-story foundry buildings, 150x200 feet and 135x150 feet in size respectively, and an engine room, one story high, with basement 24x24 feet in size.

The materials used in the construction of the buildings were brick, steel and concrete.

BRIDGEPORT.

1909.

A brick addition to its plant, costing approximately \$12,000, was put up by the Acme Shear Company. Its dimensions are 63x125 feet, two stories high, with gravel roof.

The American and British Manufacturing Company made additions to its plant. They consist of a brick addition, two stories high, 46x122 feet in size, costing \$4,000; a roof of another building was raised two stories of the dimensions of 40x185 feet. The construction is of concrete and the cost \$4,000. A concrete addition, 15x53 feet and one story high, costing \$1,000, was also made.

A frame addition to its plant was made by the Automatic Machine Company. It is 24x75 feet in size, one story high, and cost \$600.

A brick factory building was erected by W. H. Batcheller. The structure is two stories in height, 54x203 feet in size and cost \$20,000.

A building for storage purposes was put up by H. C. Bradley. It is of frame construction, 30x50 feet in size, one story high and cost \$500.

The Bridgeport Brass Company made additions to its already extensive plant. They consist of a "Tube Mill" of brick and steel construction, 100x360 feet in size, one story high with basement, costing \$55,000; a four-story factory building, also of brick and steel construction, 48x66 and 48x84 feet in size, which cost \$30,000; a "Power House" and "Steel Stack" was also put up, the dimensions of the building being of one story 66x104 feet in size and the cost approximately \$15,000.

A brick addition to its plant was made by the Bridgeport Coach Lace Company. It is 43x81 feet, one story high, and cost \$4,000.

For use for storage purposes the Bridgeport Elastic Fabric Company erected a one-story frame building, 27x90 feet in size, at the cost of \$1,500.

A one-story brick boiler house was added to the plant of the Bridgeport Foundry and Machine Company. The structure is 20x40 feet in size and the reported cost \$1,000.

The Bridgeport Vehicle Company built a factory building of brick and steel construction. Its dimensions are 45x157 feet, three stories high, and the reported cost \$30,000. The company also put up a two-story frame building, 13x31 feet in size, which cost \$600.

An office building of frame construction was erected by the Connecticut Clasp Company. It is one story high, 25x28 feet in size and cost \$1,400.

At an approximate cost of \$10,000 the Coulter & McKenzie Machine Company erected a three-story factory building. It is of brick construction and 60x87 feet in size.

Three additions to its plant were made by the Electric Cable Company. They consist of a one-story brick structure, 60x120 feet in size, a building also of brick, 13x30 feet, one story and basement, and a one-story frame building, 30x60 feet in size, the reported aggregate cost of the improvement being \$13,700.

The Grant Manufacturing Company improved its establishment by the erection of a shed of frame construction, 18x50 feet, one story high, costing \$350.

A five story factory building, 52x156 feet in size, was put up by Harvey Hubbell. It is of concrete, fireproof construction, with gravel roof and cost \$37,000.

A brick addition was made to the manufacturing plant of Andrew L. Krouse. Its dimensions are 40x90 feet, one story high, and the cost \$2,500.

At a cost approximating \$6,800 the Lake Torpedo Boat Company made three additions to its plant. All are of the two-story variety, one being of frame construction, 24x104 feet in size, another which is of brick construction is 24x36 feet, and the third is of frame and 24x67 feet in size.

Two additions to its plant were made by the Manufacturers Iron Foundry Corp. One is of brick construction, one story high, 50x68 feet in size, the other being two stories high, 30x38 feet in size, of frame construction. The reported cost of the improvement is \$4,100.

A three-story brick factory building was erected for the Macfarlane Bros. Manufacturing Company. The structure is 30x112 feet in size, and the reported cost \$6,000.

An addition to its plant was made by the A. H. Nilson Machine Company. It is one story in height, of concrete construction, 75x77 feet in size, and cost \$3,000.

A one-story machine shop was put up by Andrew Radel. It is of frame construction, 60x64 feet in size, and cost \$1,200.

The Siemon Hard Rubber Corp. erected a frame factory building. Its dimensions are 41x167 feet, one story and basement, the reported cost of which is \$6,000.

Two additions to its plant were made by the Spring Perch Company. Both additions are one story high and of brick construction. The dimensions are 52x65 and 21x24 feet respectively and the reported cost of both \$4,100.

The Standard Manufacturing Company built a brick addition to its plant. Its reported cost is \$3,000 and its dimensions are 32x48 feet, two stories high with basement.

A frame building adapted for storage purposes was put up by Tait & Son. It is 50x200 feet in size, one story high and cost \$3,000.

A one-story brick addition was made to the manufacturing plant of C. C. Thompson. The building is 34x106 feet in size and cost \$4,000.

At the total reported cost of \$65,500 the Union Metallic Cartridge Company increased the capacity of its plant. The improvements consist of a brick factory building and shot tower nine stories in height, 60x88 and 75x98 feet in size respectively. The company also erected a one-story brick building for storage purposes, 68x81 feet in size, and a one-story pump-house of brick construction, 12x12 feet in size.

At a cost of \$3,450 the Warner Brothers Company improved its plant. The buildings are all of the one-story variety and of frame construction, one designed for storage purposes, 30x126 feet in size, the other two additions being 13x27 and 17x30 feet in size, respectively.

1910.

At the approximate cost of \$4,000, the Acme Shear Company added a brick foundry and coke shed to its plant. The dimensions are given as 50x80 feet and the building is one story high.

A one-story brick boiler house was put up by the Armstrong Manufacturing Company. It is 32x66 feet in size and its reported cost is \$3,500.

A two-story frame factory building was erected by the Atlas Shear Company. Its dimensions are given as 20x60 feet and 12x15 feet, the reported cost being \$1,000.

The Belknap Manufacturing Company built a one-story frame factory addition. It is 25x85 feet in size and it cost \$2,500.

At the reported cost of \$1,500, the Bridgeport Brass Company put up a one-story frame building designed for storage purposes. Its dimensions are 20x100 feet.

An elevator tower of brick and steel construction, four stories in height, 17x17 feet in size and costing \$1,500, was put up by the Bridgeport Chain Company.

The Bridgeport Forge Company made two additions to its plant. They consist of a one-story forge shop of steel construction, 57x160 feet in size and a one-story machine shop of brick and steel material, 57x180 feet in size. The total reported cost of the improvement is \$18,250.

A power plant of brick and steel construction was erected by the Bridgeport Malleable Iron Company. It is one-story in height, 48x139 feet in size and its reported cost is \$23,000.

A three-story brick addition to its plant, 45x47 feet in size and costing \$7,000, was put up by the Bridgeport Vehicle Company.

The Bryant Electric Company built a three-story brick addition to its plant. It is 60x147 feet in size and its reported cost is \$37,000.

A machine shop constructed of concrete blocks and steel was erected by the Bullard Machine Tool Company. The building is one-story high, 50x140 feet in size, with wing of the dimensions of 17x140 feet, and the reported cost is \$13,000.

A one-story brick building to be used for storage purposes, 10x40 feet in size, and costing \$485, was put up by the H. O. Canfield Company.

The Canfield Rubber Company made a one-story brick addition to its plant. It is 17x35 feet in size and its reported cost is \$400.

A one-story frame addition, 50x50 feet in size, and costing \$800, was built by the Columbia Bolt & Nut Company.

A one-story brick warehouse of the dimensions of 42x130 feet and costing \$6,000, was put up by Frederick C. Eckart.

The Hartman Brewing Company made two additions to its plant. They consist of a two-story brick storehouse, 33x70 feet in size which cost \$6,000, and a one-story frame addition of the dimensions of 50x200 feet, costing \$3,000.

A brick office and factory building, the reported cost of which is \$13,000, was put up by Max Henkel. The structure is one and one-half stories high and 65x189 feet in size.

A three-story brick addition was made to the plant of John A. Hurley, Incorporated. It is 43x62 feet in size and its reported cost is \$4,500.

A building to be used for storage purposes was put up by the Bridgeport branch of the International Silver Company. It is of frame construction, 26x70 feet in size, and its reported cost is \$3,000.

A two-story factory building constructed of cement or concrete blocks, 45x109 feet in size, the reported cost of which is \$5,500, was put up by J. H. S. Jones.

At a reported cost of \$27,000 a brick addition, 54x150 feet in size, four stories high with basement, was made to the plant of the Locomobile Company of America. The company also erected a one-story brick blacksmith shop of the dimensions of 50x150 feet at a cost of \$8,000.

The Manufacturers Foundry Corporation put up a one-story frame foundry building of the dimensions of 35x90 feet, the reported cost of which is \$3,000.

The plant of the Pacific Iron Works was materially added to by the construction of a factory building and boiler house of brick and steel construction, each being one story high, 108x120 feet, and 15x35 feet in size respectively. A brick office building two stories in height, 30x40 feet in size, was also built. The reported total cost of the improvement is \$27,000.

A one-story foundry building of brick, concrete and steel construction was put up by the Pequonock Foundry, Incorporated, the reported cost of the improvement is \$9,000, and the dimensions of the building is 75x120 feet.

At a reported cost of \$11,200, the Salt's Textile Manufacturing Company improved its plant. The additions consist of a

four-story building of brick and steel construction, 18x29 feet in size, and a one-story frame storage and dyehouse, 40x70 feet in size.

A one-story addition constructed of concrete blocks was put up by the John Schwing Corporation. The building is 45x83 feet in size and the reported cost is \$2,000.

A small one-story brick addition, 8x18 feet in size, costing approximately \$200, was made to the plant of the Spring Perch Company.

The Standard Manufacturing Company added to its plant by the erection of a one-story brick boiler house, 39x47 feet in size, the reported cost of which is \$500.

The plant of C. C. Thompson was improved by the erection of a boiler shop of brick construction, the reported cost of which is \$4,500. The building is one story high, 28x103 feet in size, with wing of the dimensions of 33x76 feet.

The Union Metallic Cartridge Company added to its already extensive plant a one-story brick factory building, 30x44 feet in size, and a one-story brick pump house of the dimensions of 18x30 feet. The total reported cost of the improvement is \$3,700.

At the reported expenditure of \$136,300, the Warner Brothers Company increased the capacity of its plant. The improvements consist of several factory buildings of brick, steel and frame construction. One building, which is designed for a power house, is one and one-half stories in height, 94x107 feet in size, another is of the L shape variety and is four stories high, 55x106—55x106 feet in size; a third is also four stories high, 54x137 feet in size, while the larger building is of four stories and of the dimensions of 56x158—23x70 and 55x126 feet. One story frame storehouses are included in the improvements and are of the dimensions of 30x117 and 30x126 feet respectively.

Additions which are all of brick construction were made to the plant of the Weidlich Brothers Company. The reported cost of the improvements is \$27,000, and they consist of a factory building, 46x155 feet in size, two stories high with basement, an office building also two stories in height with base-

ment of the dimensions of 21x34 feet, and a one-story power house, 26x32 feet in size.

At a cost approximating \$65,000, the Whiting Manufacturing Company improved its plant. All the buildings are of brick and steel construction, four of which are two stories in height and of the dimensions of 40x41 feet, 22x22 feet, 46x242 feet and 52x137 feet respectively. The remaining building is designed for use as a power house, is one story high, and 47x50 feet in size.

BRISTOL.

1909.

A one-story brick factory building was put up by the Bristol Engineering Corporation. It is of the dimensions of 130x140 feet, and the reported cost is \$18,000. A one-story frame building, 30x40 feet in size, costing \$2,000, was also erected.

Dunbar Brothers built an addition which is of brick construction, two stories high, 25x48 feet in size, and which cost \$2,500.

At an expenditure approximating \$15,000 the C. G. Garrigus Machine Company improved its plant. The building is of brick construction, three stories high, 37x75 feet in size, with an ell one story in height, 10x35 feet.

A five-story brick factory building was erected by the E. Ingraham Company. Its reported cost is \$45,000 and it is 38x136 feet in size.

A boiler house of brick construction was put up by F. N. Manross at Forestville. It is one story high, 12x20 feet in size, and cost \$500.

A factory building of brick construction was erected by H. J. Mills. It is two stories in height, 35x40 feet in size and cost \$3,000.

Improvements to its plant were made by the C. J. Root Company. They consist of a three-story brick factory building, 43x99 feet in size, and a power plant also of brick construction, one story high, 31x36 feet, the reported cost of the whole being \$20,000.

1910.

A blacksmith shop of brick construction one story high and 40x100 feet in size, costing \$5,000, was erected by the Wallace Barnes Company.

Two additions were made to the plant of the N. L. Birge & Sons Company. The buildings are of brick construction and consist of a four story structure, 35x60 feet in size, and a building of the dimensions of 24x64 feet, two stories high with basement. The reported cost of the improvement is \$15,000.

A new brick factory building, three stories high, 32x80 feet in size, the reported cost of which is \$9,200, was put up by the Dunbar Brothers.

The C. G. Garrigus Machine Company increased the capacity of its plant by erecting a three-story brick factory building of the dimensions of 45x66 feet, which cost \$12,000.

The already extensive plant of the E. Ingraham Company was improved by the erection of a four-story brick factory building. Its dimensions are 60x75 feet and its reported cost is \$20,000.

At a reported cost of \$75,000, the New Departure Manufacturing Company increased the capacity of its plant. The buildings are of brick and steel construction and consist of a structure, 50x130 feet in size, three stories high with basement and gravel roof, a one-story building, 92x130 feet in size with sawtooth roof, and another building also one story high, 90x200 feet in size, with steel truss and monitor roof.

For use as a factory and office the Peck & Young Company put up a two-story building which is of frame construction, of the dimensions of 20x70 feet, and which cost \$1,000.

A one-story frame addition to its plant, 28x30 feet in size, was made by the Turner Heater Company. The reported cost of the improvement is \$500.

CHATHAM.

1909.

Improvements costing approximately \$14,000, were made to its plant by the Bevin Brothers Manufacturing Company at East

Hampton. The construction is of brick material with gravel roof and concrete floors. The dimensions of the principal building are 66x80 feet, one story high. Two additions were made 26x45 and 26x66 feet in size, respectively, and two stories in height.

The Summit Thread Company, also at East Hampton, added to its plant by raising the roof of a frame building one story. The addition is 48x57 feet in size and cost \$2,000.

CHESHIRE.

1909.

The Ball and Socket Manufacturing Company erected three factory buildings. They consist of a two-story frame building designed for storage purposes, 40x62 feet in size, and a one-story frame structure for use as a packing room, the dimensions of which are 25x60 feet. An office building two stories high, of brick construction, 27x45 feet in size, was also put up. The total reported cost of the improvement is \$13,000.

1910.

The Connecticut Brass Company built a one-story brick factory building of the dimensions of 75x150 feet and a boiler house also one story in height and of brick construction, 40x42 feet in size. The total reported cost is \$16,000.

COLUMBIA.

1909.

To replace a factory building which had been destroyed by fire, Christopher C. Case put up a new mill at Hop River. It is of brick construction, one story high, 30x40 feet in size, and cost \$1,500.

DANBURY.

1909.

A three-story brick addition to its plant was built by the Danbury Company. It is 40x100 feet in size and cost \$4,500.

A brick factory building costing \$11,000, was erected by J. W. Green & Sons. Its dimensions are 35x104 feet, and it is three stories in height.

Three additions, all of frame construction, were made to the plant of the Haitsh Hat Company. One addition is two stories high, 25x60 feet in size. The others are each of one story, 11x31 and 25x50 feet in size, the entire reported cost being \$2,800.

The plant of Silver Brothers was added to by the erection of a three-story factory building, 50x52 feet in size, and two buildings of the one-story variety, 50x175 and 40x40 feet in size, respectively.

The improvements are of frame construction and the reported cost \$18,000.

1910.

An extensive manufacturing plant, the reported total cost of which is \$128,000, was erected by the Lee McLachlan Company. The buildings consist of a four-story brick structure of the dimensions of 40x320 feet, a three-story building, 40x110 feet in size, which is also of brick construction, a two-story building constructed of the same material, 40x310 feet in size, a brick power house of the dimensions of 65x100 feet, one-story high with basement, an office building of brick construction, two stories in height, 36x39 feet in size, and a one-story storehouse constructed of brick and cement of the dimensions of 52x55 feet.

A three-story frame addition, 36x80 feet in size, the reported cost of which is \$2,500, was made to the plant of D. E. Loewe & Company.

The plant of E. A. Mallory & Sons was enlarged by the erection of a one-story brick addition of the dimensions of 36x85 feet, the reported cost of which is \$4,000.

At a reported cost of \$500, the National Hat Company built a one-story frame addition 26x50 feet in size.

The Rogers Silver Plate Company enlarged its plant by the erection of a two-story brick addition, 43x100 feet in size, the reported cost of which is \$5,000.

A one-story building, 30x40 feet in size, of frame and concrete construction, and costing \$1,200, was put up by Simon & Kane.

A three-story factory building of brick construction of the dimensions of 40x100 feet, the reported cost of which is \$12,000, was put up by Peter Sweeney.

At a reported expenditure of \$21,000, the plant of A. E. Tweedy was enlarged. The building is 60x160 feet in size, two stories high and of brick construction.

DERBY.

1910.

The Birmingham Iron Foundry was enlarged by the erection of a one-story foundry building of brick and steel construction of the dimensions of 30x140 feet. The reported cost of the improvement is \$8,000.

A brick manufacturing plant was put up by the Dairy Machinery Construction Company. The buildings consist of a one-story boiler house, 22x58 feet in size, a two-story factory building, 40x150 feet in size, and a one-story building of the dimensions of 50x168 feet. The entire cost is reported as being \$20,000.

The Sterling Piano Company enlarged its plant by erecting one story frame additions of the dimensions of 30x50 feet and 48x60 feet, the reported cost of which is \$5,000.

EAST HARTFORD.

1909.

A carriage factory of frame construction was put up by Andrew and Charles Pullar. It is three stories high, 45x65 feet in size, and cost \$4,000.

EAST LYME.

1910.

A two-story frame factory building was put up by the Menhaden Oil and Guano Company. Its reported cost is \$8,000 and its dimensions are 30x200 feet.

ENFIELD.

1909.

The Standard Metal Works at Thompsonville put up a factory building costing \$15,000. It is of concrete construction, two stories high and 80x120 feet in size.

At the reported cost of \$24,000, Upson, Martin & Company increased the size of the carpet manufactory conducted by them at Thompsonville, by building an addition of brick heavy mill construction. The structure is three stories high and 44x151 feet in size.

1910.

The Hartford Carpet Corporation added to its extensive plant a four-story brick mill, 120x385 feet in size, the reported cost of which is \$175,000.

ESSEX.

1909.

A one-story frame addition, 14x48 feet in size, was built by Behrens & Bushnell at Ivoryton, the reported cost of which is \$400.

A new manufactory was put up by Tiley, Pratt & Company. It is of brick and concrete construction of the one-story plan, 40x230 and 30x80 feet in size, respectively. The company also erected a one-story boiler house of the same style of construction, 20x20 feet in size, the reported cost being \$12,000.

FAIRFIELD.

1909.

Two additions to its plant were built by the Fairfield Aluminum Corporation. The buildings are one story in height and consist of a brick structure designed for foundry purposes, 30x70 feet in size, and a frame workshop, 30x50 feet in size. The reported cost of the improvement is \$4,000.

The Fairfield Rubber Company put up a one-story frame storage building. It is 43x56 feet in size and cost \$2,200.

1910.

The same company erected a one-story brick factory building, 30x50 feet in size at a reported cost of \$1,500.

FARMINGTON.

1909.

To take place of buildings destroyed by fire, Charles W. House & Sons rebuilt their factory at Unionville. The structure is three stories high, of brick construction, 36x75 feet on the ground, and cost \$8,000.

GLASTONBURY.

1909.

The Glastonbury Knitting Company increased the size of its plant by building a brick addition to its factory. The structure is 40x60 feet in size, four stories high, and cost \$6,000.

The company erected a building for use as a warehouse, which is also of brick construction, one story high, 50x100 feet in size, the reported cost of which is \$4,500.

The manufactory of the Williams Brothers Manufacturing Company at Naubuc was improved by the erection of a three-story brick addition, 40x145 feet in size which cost \$11,500.

1910.

A two-story addition was made to the plant of Franklin Glazier & Son. One story is of brick and the other of frame construction, the dimensions are 20x67 feet and the reported cost is \$2,000.

A four-story brick factory building was put up by the J. B. Williams Company. Its reported cost is \$10,000 and its dimensions are 50x80 feet.

GREENWICH.

1909.

A factory addition of concrete construction was put up by Palmer Brothers at Cos Cob. The building is of the dimensions of 75x100 feet, one story in height, and cost \$10,000.

GRISWOLD.

1910.

The Ashland Cotton Company increased the capacity of its plant by the erection of a two-story brick addition, 100x200 feet in size, at a reported cost of \$49,000.

GUILFORD.

1910.

The plant of I. S. Spencer's Sons was improved by the putting up of two additions to the plant. They consist of brick buildings of the dimensions of 21x36 feet each, one being three stories in height, the other of five stories, and the reported cost of both being \$12,000.

HARTFORD.

1909.

A factory building, reported to have cost \$19,000 was erected by Beseman & Bostwick. The structure is of brick material, heavy mill construction, with gravel roof. Its dimensions are 40x84 feet and it is four stories in height.

An addition to the building used for foundry purposes was made by E. J. Blake. It is one story high, of brick construction, 78x86 feet in size, and cost \$12,000.

A frame addition to its plant was put up by the Capitol Foundry Company. It is one story in height, 14x38 feet in size, and cost \$250.

A factory building of brick and steel construction, costing \$16,000, was put up by Patrick Donaghue. Its dimensions are 30x80 feet and four stories high.

A frame factory building costing \$1,700 was put up by A. C. Dunham. The roof is of tin, the walls are covered with corrugated iron and its dimensions are 34x56 feet, one story high.

At the reported cost of \$4,000, H. A. and F. L. Evarts put up a factory building. It is of brick construction with gravel roof, 33x40 feet in size, and three stories high.

An addition of brick construction with concrete foundation was put up by the Hubert Fischer Brewing Company. Its reported cost is \$800; it is two stories high and 20x20 feet in size.

The wood working plant of the Hartford Builders Finish Company was increased in size by raising the roof of a brick building one story. The increased floor space is 28x55 feet and the reported cost \$800.

A one-story frame addition was made to the plant of the Hartford Faience Company. It is 25x25 feet in size and cost \$500.

The Hartford Pulp Plaster Corporation added a two-story frame addition to its plant. The reported cost is \$7,400 and its dimensions are 48x74 feet.

A building of brick and steel construction designed for use as a blacksmith shop and costing \$2,250 was put up by the Hartford Rubber Works Company. It is one story in height and 31x42 feet in size. A brick elevator shaft four stories high was also erected, the reported cost of which is \$1,000.

A five-story brick storehouse, 40x80 feet in size, costing approximately \$16,000, was erected by the Hotchkiss Brothers Company.

A brick factory building, which had been damaged by fire, was rebuilt by the Industrial Realty Company. The structure is two stories in height, 48x60 feet in size, and the reported cost is \$10,000.

For the use of the McCue Company, a brick manufacturing plant was erected at a total reported cost of \$25,000. The buildings consist of a two-story structure, 47x202 feet in size, two buildings each one story in height and 47x50 and 27x42 feet in size, respectively.

A factory of brick construction, two stories high, 43x113 feet in size, costing \$6,500, was put up by Myers & Gross.

A new factory building was erected by Thomas B. Simonds. It is of brick construction, 36x54 feet in size, two stories high, with gravel roof, iron beams and columns and cost \$5,000.

The Terry Steam Turbine Company erected a new factory building of brick construction with monitor roof. Its dimensions are 82x200 feet, one story high, and the reported cost is \$18,500.

1910.

The capacity of the plant of the Atlantic Screw Works was largely increased by the erection of two factory buildings, both being of brick construction and three stories in height. The dimensions are 45x84 feet and 55x125 feet respectively, and the reported cost is \$50,000.

Two foundry buildings were put up by the Carleton Foundry Company. They are of frame construction, both one story in height, 20x57 feet, and 26x90 feet in size respectively, the reported cost being \$3,500.

A one-story building of iron construction was added to the plant of the Colt Patent Fire Arms Company. It is 32x40 feet in size and its reported cost is \$1,500.

A one-story frame foundry building was put up by John W. Conway. Its dimensions are 36x62 feet and its reported cost is \$3,000.

Additions and repairs involving an expenditure of \$21,800, were made by A. C. Dunham to buildings used for manufacturing purposes. The improvements consist of a one-story brick addition to present building of the dimensions of 32x65 feet with wings 35x65 feet and 40x50 feet in size respectively. A one-story frame building for storage purposes, 48x64 feet in size, was also erected.

Two buildings each of the dimensions of 20x80 feet were put up by the Hartford Builders' Finish Company. Both buildings are of brick construction, two stories in height, and the reported cost is \$1,800.

A one-story frame addition, 33x36 feet in size and costing \$300, was put up by the Hartford Faience Company.

The plant of the Hartford Machine Screw Company was improved by adding two stories to a brick factory building. The dimensions of the addition is 32x210 feet and the reported cost of the enlargement is \$26,000.

The Hartford Rubber Works Company built an addition to its office building, the reported cost of which is \$6,000. Its dimensions are 44x65 feet, one story in height, and it is of brick construction. The company also made two frame additions, one and one-half stories high, 28x30 feet, and 13x18 feet in size respectively, which cost \$305.

A three-story factory building of brick construction was erected by the Industrial Realty Company. Its dimensions are 48x153 feet and its reported cost is \$16,000.

The Kellogg & Bulkeley Company erected a new plant which is of brick and steel construction. Its dimensions are 60x150 feet, one story high, with basement and its reported cost is \$25,000.

At a reported cost of \$15,000 the Merrow Machine Company made three additions to its plant. They are of brick construction and consist of a three-story addition, 47x47 feet in size, a one-story boiler house, 38x58 feet in size, and a tower of the dimensions of 20x20 feet, five stories high.

For use as a cracker factory, the National Biscuit Company put up a building which is one-story high, 60x170 feet in size, of brick construction, and its reported cost is \$20,000.

The Nonotuck Silk Company enlarged its plant by building a two-story brick addition, 23x45 feet in size and a one-story frame shed of the dimensions of 90x100 feet and 24x72 feet. The reported cost of the improvement is \$3,000.

A one-story frame storehouse, 25x90 feet in size, costing \$1,800, was put up by C. G. Perkins.

The Pratt & Whitney Manufacturing Company made extensive additions to its plant. A building designed for use as a hardening shop, 48x108 feet in size, of brick, steel and concrete construction and three stories high with basement was put up. The company also erected a pattern shop of brick and concrete material, of the dimensions of 60x153 feet, with ell 60x88 feet,

and five stories in height. The reported cost of the whole improvement is \$105,000.

The plant of J. W. Rockwell was enlarged by the erection of a three-story factory building, the material used being concrete blocks. Its dimensions are 42x82 feet and its reported cost is \$7,500. The company also built a one-story boiler house which is of the same construction, 16x28 feet in size, the reported cost of which is \$700.

The Standard Foundry Company improved its plant by the erection of a foundry building, 40x80 feet in size, with ell 40x40 feet and an office building of the dimensions of 20x20 feet. All are of brick construction, one story high and the reported cost is \$7,500.

At a cost approximating \$500, a one-story frame foundry building, 26x30 feet in size, was put up by Suisman & Blumenthal.

The Underwood Typewriter Manufacturing Company increased the capacity of its already extensive plant by the erection of additions, the reported cost of which is \$180,000. The buildings are of brick construction, one being five stories high, 50x444 feet in size, another is of the dimensions of 100x179 feet, one story high with basement, the other is of the one-story variety and 45x355 feet in size.

A one-story brick factory building was put up by the Universal Machine Screw Company. Its dimensions are 140x200 feet and its reported cost is \$35,000.

A factory building, the reported cost of which is \$8,500, was put up by Abraham Vanderbeck. It is of brick construction, two stories high with basement, and 34x62 feet in size.

A building designed for storage purposes was erected by the Whitney Manufacturing Company. It is of frame construction, 50x120 feet in size, one story in height, and its reported cost is \$3,500.

HUNTINGTON.

1909.

The Adams Manufacturing Company erected a new factory

building at Shelton. It is of brick construction, four stories in height, 36x135 feet in size, and the reported cost is \$22,000.

1910.

Two additions for storage purposes and one to office building were made to the plant of the Derby Rubber Company at Shelton. The buildings are all of the one-story variety, the storage buildings being of frame construction, 30x50 feet and 40x40 feet in size, respectively, while the addition to office building is of brick construction and of the dimensions of 30x50 feet. The reported cost of the improvement is \$4,000.

A one-story brick addition was made to the plant of the Star Pin Company, also at Shelton. The building is of the dimensions of 42x126 feet and the reported cost is \$6,000.

KILLINGLY.

1909.

Extensive improvements were made to the plant of the Danielsonville Cotton Company at Danielson. The additions consist of a brick building, two stories high, 150x160 feet in size, for use as a weave shop, and an extension also of brick construction, 25x40 feet in size, and one story high, designed for "Picker room." The reported cost of the whole is \$50,000.

MANCHESTER.

1909.

A one-story frame addition was made to the plant of the E. E. Hilliard Company at Buckland. The building is 50x50 feet in size and it cost \$1,500.

1910.

Two frame additions were made to the plant of the Orford Soap Company at South Manchester. The reported cost of the improvement is \$6,000, and they consist of a one-story storehouse 85x110 feet in size and a two-story grinding room of the dimensions of 35x50 feet.

MERIDEN.

1909.

The factory "H" branch of the International Silver Company was improved by the erection of a one-story brick addition, 50x70 feet in size, the reported cost of which is \$4,000.

1910.

The plant of the Aeolian Company was improved by the erection of a five-story factory building of the dimensions of 40x62 feet. The structure is of reinforced concrete construction and its reported cost is \$13,000. The company also built a two-story brick addition 10x14 feet in size at a reported cost of \$1,100.

The Bradley & Hubbard Manufacturing Company raised the roof of a brick building one story. The increased space is 35x50 feet and the reported cost is \$2,500.

A three-story brick factory building was put up by the Connecticut Telephone & Electric Company. Its reported cost is \$11,000 and its dimensions are 40x60 feet.

A structure of frame and concrete construction was put up by the Handel Company. The building is two stories in height 30x72 feet in size, and its reported cost is \$10,000.

A one-story factory building, of concrete block construction, 16x20 feet in size, the reported cost of which is \$500, was put up by George R. Hubbard.

Additions, the aggregate cost of which is reported as having been \$27,500, were made to the plant of the "A" branch of the International Silver Company. All are of brick construction and consist of a building one and one-half stories in height, 12x14 feet in size, a three-story building of the dimensions of 30x40 feet and another addition four stories high and 60x80 feet in size.

Factory "H" branch of the International Silver Company was improved by the erection of a one-story brick factory building of the dimensions of 42x54 feet, the reported cost of which is \$7,000.

A three-story brick addition was made to the plant of the Kelsey Press Company. Its dimensions are 29x30 feet and its reported cost is \$6,000.

The Rockwell Silver Company increased the capacity of its plant by the erection of a two-story addition 26x32 feet in size. The material used is concrete blocks and its reported cost is \$1,500.

At a reported cost of \$2,000, the Tredennick Paint Company put up a one-story factory building which is 16x26 feet in size and of concrete construction.

MIDDLEFIELD.

1910.

For use as a storehouse a two-story building of concrete construction was put up by the Rogers Manufacturing Company at Rockfall. Its dimensions are 50x103 feet and its reported cost is \$10,500.

MIDDLETOWN.

1909.

The plant of W. & B. Douglas was improved by the erection of an addition to a building used for shipping purposes. It is of brick construction, one story high, 35x53 feet in size, and cost \$2,000.

At an approximate cost of \$5,000 the Frisbie Motor Company, Inc., erected a factory building. The structure is of brick construction, one story high, and 42x116 feet in size.

The plant of I. E. Palmer was improved by the erection of a one-story brick addition, 18x71 feet in size, costing \$1,500.

A three-story brick factory building was put up by the Russell Manufacturing Company. The structure is 50x110 feet in size and its reported cost is \$16,500.

1910.

At the reported expenditure of \$40,000 the Russell Manufacturing Company increased the capacity of its plant. The improvement consists of a three-story brick factory building of the dimensions of 60x185 feet.

MILFORD.

1910.

A two-story brick addition to its plant was made by the Rogers Silver Plate Company. Its dimensions are 40x90 feet and its reported cost is \$8,000.

A two-story brick addition was made to the office building of the Rostand Manufacturing Company. Its reported cost is \$4,000 and its dimensions are 10x67 feet.

MONTVILLE.

1910.

For occupancy as a paper mill an extensive plant was erected by the Bigelow-Harriman Construction Company. It is of brick, steel and concrete construction, two stories in height, 214x236 feet in size, and its reported cost is \$200,000.

A brick building designed for storage purposes was put up by the C. M. Robertson Company. It is one-story high with basement, 40x120 feet in size and its reported cost is \$6,500.

NEW BRITAIN.

1909.

Improvements were made to the plant of the Corbin Cabinet Lock Company consisting of a one-story brick addition, 39x66 feet in size, costing \$1,500.

The Cremo Brewing Company built a one-story brick addition of the dimensions of 18x48 feet, which cost \$2,500.

A carriage shop of brick construction, three stories high, 56x60 feet in size and which cost \$5,000, was put up by Gold & Weinberg.

At the reported cost of \$14,000, the Hart & Cooley Company erected a three-story factory building, 50x57 feet in size. It is of brick construction with gravel roof, a portion of the structure is of reinforced concrete with steel beams.

A one-story brick addition was made to the plant of the North & Judd Manufacturing Company. Its dimensions are 34x40 feet, and the cost \$1,200.

A building for storage purposes was put up by the Russell & Erwin Manufacturing Company. It is a one-story structure of frame construction covered with corrugated iron, 13x41 feet in size, and cost \$650.

A brick factory building reported to have cost \$20,000 was erected by the Stanley, Rule and Level Company. It is of the three-story and basement variety and 60x90 feet in size.

The plant of the Stanley Works was enlarged by the erection of a one-story frame building to be used for storage purposes. Its reported cost is \$500, and it is 32x60 feet in size.

A one-story brick factory building was erected by the Traut & Hine Manufacturing Company. Its dimensions are 40x60 feet and it cost \$7,500.

1910.

The already extensive plant of the Corbin Screw Corporation was materially increased in size by the erection of a six-story brick factory building. Its dimensions are 55x380 feet and its reported cost is \$160,000.

A building designed for storage purposes was put up by the Cremo Brewing Company. It is of brick construction, two stories high, 19x50 feet in size, and its reported cost is \$2,000.

At a reported aggregate cost of \$116,500 additions were made to the extensive plant of Landers, Frary & Clark. The improvements consist of a power house, engine and boiler house with brick stack two hundred feet in height, the buildings proper being one story high, 62x102 feet and 70x76 feet in size, respectively, and of brick and stone construction. A four-story brick addition, 45x83 feet in size, was made to the grinding room. Included in the improvements was also a brick factory building designed for a celluloid department, of the dimensions of 26x126 feet, one story high with basement. The company also added to a building used for glazing purposes. This addition is of brick construction one story high and 45x90 feet in size. An improvement was also made to a building used as a die house. This structure is of brick construction, two stories in height and of the dimensions of 20x30 feet.

A three-story brick factory building was put up by the New Britain Carriage Company. Its dimensions are 50x90 feet and its reported cost is \$9,000.

At the reported cost of \$10,000, the New Britain Machine Company increased the capacity of its plant. The addition consists of a four-story brick structure of the dimensions of 26x87 feet.

By raising the roof of a brick factory building one story, the North & Judd Manufacturing Company improved its plant. The increased space is of the dimensions of 60x150 feet. The company also built a foundry building of brick construction one story high, 60x105 feet in size. The reported cost of the additions is \$15,000.

Brick additions to its factory building and also to boiler room were made by the Parker Shirt Company. One building is four stories high, 42x60 feet in size, the other is one story in height, of the dimensions of 23x60 feet, and the reported cost of the improvement is \$12,500.

The plant of the Russell & Erwin Manufacturing Company was added to by the erection of a six-story factory building, the reported cost of which is \$40,000. The building is of reinforced concrete construction and is of the dimensions of 60x100 feet.

At a reported cost of \$52,000 the Stanley Rule and Level Company increased the capacity of its plant. The improvement consists of a six-story brick addition 60x100 feet in size with all of the dimensions of 60x80 feet, also six stories in height.

A new building designed for use as storage for patterns was put up by the Stanley Works. It is two stories in height of brick and cement construction and 42x59 feet in size. The company also raised the roof of the old pattern shop one story. The reported cost of the improvement is \$4,000.

A one-story brick addition for storage purposes was put up by the Traut & Hine Manufacturing Company. Its dimensions are 17x45 feet and its reported cost is \$600.

A foundry building of brick and steel construction, one story high, 110x205 feet in size, the reported cost of which is \$16,000, was put up by the Vulcan Iron Works. The plant was also added to by the erection of a two-story building which is also

of brick and steel construction, 40x120 feet in size, at a reported cost of \$10,500.

NEW HAVEN.

1909.

A two-story factory building was erected by Vincent Ferrie. It is of concrete block construction, 34x54 feet in size, and cost \$1,600.

Frederick Howshield erected a two-story brick building for use as a carriage manufactory. Its reported cost is \$8,000 and it is 74x101 feet in size.

At the reported total expenditure of \$35,000 the Mayo Radiator Company erected a new manufacturing plant. The buildings consist of a one-story factory building of brick and steel construction, 150x300 feet in size, a one-story box shop which is of brick construction, 40x60 feet in size, and a one-story brick boiler house of the dimensions of 60x80 feet.

The Narrow Fabric Corporation erected a brick factory building, the reported cost of which is \$75,000. Its dimensions are 68x202 feet and three stories high.

A brick factory building was put up for the use of the National Biscuit Company. It is one story in height, 44x125 feet in size, and its reported cost is \$8,500.

At the reported cost of \$10,000 the New Haven Clock Company added a brick factory to its already extensive plant. The building is 33x82 feet in size and five stories high.

The plant of I. Newman & Sons was added to by the erection of a four-story brick factory building, 26x42 feet in size, which cost \$4,500. The firm also built a one-story shipping room of brick construction, 32x80 feet in size, the reported cost of which is \$3,000.

A two-story frame addition, 16x31 feet in size, which cost \$900, was made to the plant of the Ochsner & Sons Company.

The plant of the Pond Lily Company was improved by the erection of a one-story brick factory addition, 6x27 feet in size, which cost \$500. A one-story brick storehouse was also built, 40x100 feet in size, the reported cost of which is \$2,000.

The Seamless Rubber Company added to its plant by building a one-story brick factory, 60x90 feet in size, which cost \$8,000, and a boiler house, also of brick construction, 15x20 feet in size, one story high, the reported cost of which is \$300. The company also built a two-story brick addition, 25x30 feet in size, which cost \$1,300.

At the reported cost of \$11,000, Andrew G. Smith erected a four-story brick factory building, the dimensions of which are given as 40x75 feet.

A brick manufacturing plant was erected by C. H. Webb. Its dimensions are 40x90 feet, three stories in height, and the reported cost is \$10,000.

For additional storage use the Weibel Brewing Company added to its plant. The building is of brick construction, one story high, 25x30 feet in size, and the reported cost is \$2,000.

1910.

A one-story brick factory building 50 x 100 feet in size, the reported cost of which is \$4,500, was put up by the Acme Wire Company.

A three-story saw-mill of frame and brick construction of the dimensions of 40x60 feet, and at a reported cost of \$4,000, was erected by Walter Brockett.

A plant designed for use as a wood working shop was put up by Charles T. Coyle. It consists of a shop, 60x80 feet in size, a boiler house and shed of the dimensions of 20x34 feet and 30x40 feet respectively. All are one-story in height of brick construction and the reported cost is \$7,000.

At a reported cost of \$9,000 factory structures were erected by M. J. Gibbud. The buildings are of brick and steel construction, the main building being two stories high, 42x88 feet in size; the boiler house is of the dimensions of 29x38 feet, one story high, and the shed of the same height, 24x66 feet in size.

A one-story brick addition, 13x25 feet in size, the reported cost of which is \$1,000, was made to the plant of the Greist Manufacturing Company.

Two additions were made to the plant of the Kilborn & Bishop Company. They consist of a two-story brick building, 19x52

feet in size, and a one-story frame addition of the dimensions of 10x48 feet. The reported cost of the improvement is \$2,200.

A one-story brick factory building of the dimensions of 35x125 feet, the reported cost of which is \$4,500, was put up by Sarah Lapides.

A brick addition designed for use as a blacksmith shop was erected by the Marlin Fire Arms Company. It is 40x80 feet in size, one-story high, and its reported cost is \$3,500.

A one-story brick storehouse was built by the Mayo Radiator Company. Its reported cost is \$600, and it is 16x30 feet in size.

A brick engine room of the dimensions of 16x19 feet, one story in height, and of the reported cost of \$500, was put up by the New Haven Boiler Works.

At a reported expenditure of \$17,500, the New Haven Clock Company improved its plant. The buildings are of brick construction and consist of two factory structures, four and five stories in height, 40x62 feet and 33x61 feet in size, respectively. The company also raised the roof of a brick building one story of the dimensions of 34x100 feet.

A one-story brick factory building was erected by the New Haven Machine Screw Company. It is of the dimensions of 42x126 feet and its reported cost is \$8,000.

A one-story frame storehouse, 60x60 feet in size, the reported cost of which is \$1,200, was put up by the New Haven Wire Bound Box Company.

A brick boiler house and stack, the reported cost of which is \$6,000, and the given dimensions, 17x21 feet, was put up by I. Newman & Sons.

A two-story frame factory building, 25x50 feet in size, at a reported cost of \$1,800, was built by John Petrie.

The Rattan Manufacturing Company improved its plant by the erection of a one-story brick addition, 25x25 feet in size, at a reported cost of \$300.

By slightly raising the roof of a brick factory building the floor space of the plant of Sargent & Company was increased. The dimensions are 85x285 feet and the reported cost is \$1,000.

A two-story brick carriage shop was built by H. B. Schwartz. It is of the dimensions of 32x56 feet, and its reported cost is \$3,500.

At a reported expenditure of \$20,000, the Seamless Rubber Company increased the capacity of its plant. The building is of brick construction, five stories in height, and 40x100 feet in size.

A factory building of concrete block construction was built by the Standard Wash Tray Works. It is one-story high, 75x150 feet in size, and its reported cost is \$10,000.

An office and storage building of frame and concrete construction, two stories high, of the dimensions of 20x40 feet, at a reported cost of \$500, was put up by the Tu-Blok Concrete Company.

At a reported aggregate cost of \$207,300, the Winchester Repeating Arms Company increased the capacity of its extensive plant. The improvements consist of two additions, both two stories in height and each 60x228 feet in size, and another of the same height of the dimensions of 27x55 feet. These buildings are of reinforced concrete construction.

An addition to the company's office building, three stories high, 48x53 feet in size, and of brick construction was also made. Another improvement was made by raising the roof of a brick factory building one story of the dimensions of 42x300 feet. A one-story frame storage building, 30x80 feet in size, was also put up.

NEW LONDON.

1909.

The Brainard & Armstrong Company improved its plant by the erection of a two-story brick addition, 35x100 feet in size, which cost \$7,000.

At the reported cost of \$12,000 the New England Carpet Lining Company erected a brick factory building. Its dimensions are 50x150 feet, two stories high with basement.

The New London Wash Silk Company put up a two-story brick factory building, 30x100 feet in size, the reported cost of which is \$7,000.

A one-story brick factory building, 35x70 feet in size, the reported cost of which is \$3,000, was erected by the Queen Anne Mills Company.

1910.

A three-story brick factory building of the dimensions of 60x60 feet at a reported cost of \$13,500, was put up by the Sheffield Dentrifice Company.

For use of the Standard Brass and Copper Tube Company a manufacturing plant of brick, concrete and steel construction was erected. The main building is one story, twenty feet in height, of the dimensions of 65x129 feet; the boiler house annex is one story eighteen feet high and 20x33 feet in size. This is an entirely new plant and its reported cost is \$14,000.

NORWALK.

1909.

At the reported cost of \$3,000 the Clear Felt Hat Company added to its plant at South Norwalk. The building is of frame construction, two stories high, and 42x60 feet in size.

A four-story brick structure was erected by the E. H. Hotchkiss Company to replace a factory building which had been destroyed by fire. The building is 70x70 feet in size and the reported cost is \$10,000.

The Lockwood Manufacturing Company at South Norwalk enlarged its plant by the erection of a four-story brick addition, 35x60 feet in size, which cost \$8,500.

The plant of the Muller Gloria Mills at Winnipauk was enlarged by the erection of a one-story brick factory building, 40x300 feet in size, and a machine shop, also of brick construction and one story high, 25x32 feet in dimensions. The reported cost of the improvement is \$13,000.

For use as a storage building the R. & G. Corset Company at South Norwalk put up a two-story brick building, 30x30 feet in size, the reported cost of which is \$1,200.

A one-story frame storehouse was built by Vanderhoef & Company. The structure is 70x115 feet in size, and the reported cost is \$8,000.

1910.

Three additions were made to the plant of Cluett, Peabody & Company. They consist of two buildings, both of which are of concrete construction, one being two stories high of the dimensions of 52x150 feet; the other is one story in height and 25x50 feet in size. The third addition is built of cement blocks and is two stories high of the dimensions of 48x74 feet. The reported cost of the improvement is \$25,000.

A three-story frame addition, 30x58 feet in size, the reported cost of which is \$4,000, was made to the plant of the Lockwood Manufacturing Company.

The plant of the Muller Gloria Mills was increased by the erection of a three-story brick factory building of the dimensions of 50x200 feet, the reported cost of which is \$30,000.

A two-story frame addition, 20x25 feet in size, which cost \$500, was put up by the South Norwalk Engineering Company.

At the reported cost of \$5,000, the Liberty Manufacturing Company enlarged its plant. The buildings are one story in height, of frame construction and of the dimensions of 25x50 feet, 80x120 feet and 25x30 feet respectively.

NORWICH.

1909.

The plant of the Hopkins & Allen Arms Company was enlarged by the erection of brick additions to its plant, the reported cost of which is \$8,400. The improvements consist of a five-story building, 30x34 feet in size and a one-story structure, the dimensions of which are 34x60 feet.

A brick building for manufacturing purposes was erected by the Industrial and Manufacturing Company. Its dimensions are 40x110 feet, two stories high, and the reported cost is \$9,000.

For storage purposes the McCrum-Howell Company put up a one-story frame building. Its dimensions are 40x80 feet and its reported cost \$4,800.

At the reported cost of \$2,500, the Norwich Belt Manufacturing Company erected a two-story building for office purposes. It is of brick construction and its dimensions are 30x40 feet.

For use as a storehouse the Wm. H. Page Boiler Company erected a two-story building. It is 80x100 feet in size, the first story being of brick, the other of frame construction, and the total reported cost \$4,600.

The Preston Woolen Company put up a two-story brick building for use as a "Picker House." Its dimensions are 37x43 feet, and the reported cost is \$3,800.

A new factory building, the reported cost of which is \$11,000, was erected by the Uncas Paper Company. It is three stories high, 40x120 feet in size, and of brick construction.

1910.

A one-story brick factory building, 36x86 feet in size, was put up by the Bard Union Company. The company also built a two-story brick office building of the dimensions of 17x36 feet. The reported cost of the improvement is \$5,000.

At a reported cost of \$30,000 the plant of J. B. Martin & Company was enlarged. The buildings are of brick construction, one being two stories in height of the dimensions of 40x300 feet, the other is of the one-story variety and 75x160 feet in size.

The Ponemah Mills at Taftville was materially enlarged. A weave shed was built of brick construction of the dimensions of 200x670 feet, one story high with basement. The reported cost of the addition is \$194,000.

Frame buildings covered with corrugated iron were put up by the John T. Young Boiler Company. Both structures are one story in height, one being 60x75 feet in size, the other building, which is designed for a machine shop, is of the dimensions of 50x100 feet. The reported cost of the additions is \$9,500.

PLAINFIELD.

1909.

The Lawton Mills Corporation made two additions to its plant. They consist of a three-story building of brick heavy mill construction, 100x182 feet in size, and a one-story weave shed, also of brick construction, the dimensions of which are 150x227 feet. The total reported cost of the improvement is \$68,500.

PLAINVILLE.

1910.

Two brick factory buildings, the reported cost of which is \$11,500, were put up by the Trumbull Electric Company. The principal structure is four stories high, of the dimensions of 50x50 feet and the other, which is designed for use as an enameling room, is one-story high and 24x50 feet in size.

PORTLAND.

1910.

A new manufacturing plant, the estimated cost of which is \$40,000, was built by the Rogers & Hubbard Company. The structures are of frame construction, the factory proper being two stories high with basement 180x200 feet in size, while the power house is of the dimensions of 60x60 feet and one story high.

PUTNAM.

1910.

A brick manufactory was put up by John M. Dean, the reported cost of which is \$20,000. The main building is two stories high of the dimensions of 52x110 feet and the boiler house is one-story in height and 50x80 feet in size.

ROCKY HILL.

1910.

A manufacturing plant, which is of concrete and steel construction and one-story in height, was built by the Billings & Spencer Company. The building designed for use as a forge shop is of the dimensions of 80x150 feet, the boiler house is 35x51 feet in size and the size of the annealing room is 40x50 feet.

SAYBROOK.

1909.

The plant of Pratt, Read & Company at Deep River was enlarged by the erection of a two-story brick factory building, 50x55 feet in size, the reported cost of which is \$5,500.

1910.

A one-story brick factory building was put up by the same company as is referred to above. The building is 50x250 feet in size and its reported cost is \$17,000.

SEYMOUR.

1910.

A two-story factory building which is of concrete block construction was put up by the H. A. Matthews Manufacturing Company. It is of the dimensions of 60x102 feet and its reported cost is \$12,500.

A boiler house and stack of brick and steel construction was built by the Seymour Manufacturing Company. The building is one story high, 50x75 feet in size, and its reported cost is \$8,500.

SOUTHINGTON.

1909.

A frame addition to its plant was made by the Beaton & Corbin Company. Its dimensions are 27x45 feet, one story high, and the reported cost is \$1,100.

1910.

A building for manufacturing purposes was erected by the Industrial Improvement Company. It is two stories in height, of brick construction, of the dimensions of 40x80 feet, and its reported cost is \$6,000.

SPRAGUE.

1909.

The plant of the Totoket Mills Company at Versailles was improved by raising the roof of a brick building, 50x200 feet in size, one story, and by the erection of a two-story brick structure, 40x80 feet in dimensions, for use as a storehouse. The total reported cost of the improvement is \$12,000.

1910.

An addition of brick construction was made to its "Picker room" by the same company as is referred to above. The building is of the dimensions of 30x30 feet, one story high, and its reported cost is \$800.

STAFFORD.

1910.

The Central Woolen Company at Stafford Springs, erected a brick storehouse, the reported cost of which is \$2,800. It is of the dimensions of 25x50 feet and it is two stories high with basement.

STAMFORD.

1909.

A new factory building was put up by the Robert Kerr Press Company. It is of brick construction, one story in height. Its dimensions are 65x179 feet, and its reported cost is \$20,000.

A frame factory building was erected by the Marine Railways and Construction Company. It is one and one-half stories in height, 50x100 feet in size, and its reported cost is \$2,800.

An addition of frame construction, two stories high, 28x30 feet in size, the reported cost of which is \$2,000, was made to the plant of A. L. Schavoir.

To replace a building which had been destroyed by fire, the Stollwerck Brothers, Incorporated, erected a new structure. Its

dimensions are 50x100 feet, two stories high, of reinforced concrete construction, and its reported cost is \$10,000.

1910.

A two-story frame factory building was put up by Baer Brothers. It is of the dimensions of 25x76 feet and its reported cost is \$3,200.

The Excelsior Hardware Company erected a frame factory building of the dimensions of 50x150 feet and one-story high, the reported cost of which is \$8,000.

For use as a wood-working shop the Harris Construction Company built a two-story frame structure, 30x112 feet in size, the reported cost of which is \$2,000.

A one-story frame factory building of the dimensions of 40x100 feet, at a reported cost of \$3,000, was put up by the Hoyt Pump Company.

A machine shop, which is of frame construction, of the dimensions of 33x50 feet, one story high, and which is reported to have cost \$2,000, was erected by George Muench.

A frame addition, one story in height, 41x50 feet in size, the reported cost of which is \$2,000, was built by the Remington Oil Engine Company.

Three factory buildings, all of brick construction, were erected by Richard & Company. The reported cost of the enlargement is \$13,200 and the structures consist of a one-story building, 20x25 feet in size, designed for use as an extraction room, an addition to dryhouse, which is two stories high, of the dimensions of 42x47 feet and a two-story lacquer house, the given dimensions of which is 55x63 feet.

At a reported cost of \$120,000, the Yale & Towne Manufacturing Company increased the capacity of its plant. The improvements consist of a brick factory building, six stories in height, 57x280 feet in size, and a one-story building, also of brick construction, of the dimensions of 57x57 feet.

STONINGTON.

1909.

An addition to its boiler house, the reported cost of which is \$1,300, was made by the Rossie Velvet Company at Old Mystic. It is one story in height, 20x20 feet in size, and of brick construction.

1910.

The same establishment, which is referred to above, erected a one-story brick building designed for use as a boiler room. It is of the dimensions of 30x30 feet, and its reported cost is \$3,000.

A two-story brick addition was made to the plant of the American Velvet Company. Its dimensions are given as being 105x168 feet and its reported cost is \$24,000.

STRATFORD.

1910.

At a reported cost of \$10,000, a brick addition, two stories high with basement, of the dimensions of 35x82 feet, was made to the plant of the E. H. H. Smith Silver Company.

TORRINGTON.

1909.

To increase the capacity of its foundry the Turner & Seymour Manufacturing Company built a one-story brick addition. Its dimensions are 58x110 feet and its reported cost is \$8,500.

The Union Hardware Company added to the capacity of its grinding room by building a one-story brick addition, 32x50 feet in size, which cost \$2,200.

1910.

The Hendey Machine Company added a one-story brick addition to its plant. The building is 100x162 feet in size with saw-tooth roof and its reported cost is \$12,000.

A frame building designed for use as a storehouse was put up by the Hotchkiss Brothers Company. The structure is of the dimensions of 50x108 feet, and its reported cost is \$12,000.

A one-story addition, which is of brick construction, 77x80 feet in size, the reported cost of which is \$6,500, was made to the plant of the Standard Company.

Two buildings, each of which are one story in height and of brick and steel construction, were built by the Turner & Seymour Manufacturing Company. One of the structures, designed for use as a foundry, is of the dimensions of 50x100 feet and the other, which is for storage purposes, is 32x75 feet in size. The reported cost of the improvement is \$8,500.

VERNON.

1909.

A one-story brick factory building, 40x180 feet in size, the reported cost of which is \$7,000, was put up by the Rock Manufacturing Company at Rockville.

1910.

At a reported expenditure of \$61,000, the Hockanum Company increased the size of its plant at Rockville. The enlargement consists of two structures, both of which are of brick construction. One of the buildings designed for use as a dyehouse, is of the dimensions of 75x194 feet and is one story, twenty-four feet in height. The other structure, calculated for use as an office building, is three stories high and 50x70 feet in size.

The plant of Talcott Brothers at Talcottville was improved by the erection of a two-story frame addition of the dimensions of 32x80 feet, the reported cost of which is \$2,700.

WALLINGFORD.

1909.

At the reported cost of \$12,500, the M. Backes & Sons, Incorporated, made an addition to its plant. Its dimensions are 50x80

feet. The building is three stories in height and of brick construction.

1910.

The plant of the International Silver Company was enlarged by the erection of factory buildings which are of brick construction and which cost approximately \$30,000. One of the structures is two stories high of the dimensions of 30x100 feet, and the other improvement consists of a four-story building, 40x104 feet in size. A one-story power house of the dimensions of 30x66 feet was also built.

A one-story brick addition to a boiler house was built by S. L. & G. H. Rogers. It is of the dimensions of 30x40 feet and its reported cost is \$500.

The plant of R. Wallace & Sons was enlarged by the erection of a brick factory building, the given dimensions of which is 40x128 feet and four stories in height. The reported cost of the addition is \$20,500.

A three-story frame factory building was put up by the Wallingford company. Its reported cost is \$2,000, and it is 30x40 feet in size.

WATERBURY.

1909.

The American Mills Company made improvements to its plant, the reported cost of which aggregates \$47,500. The additions consist of a factory building of brick and steel construction, 64x191 feet in size, two stories and basement, and a one-story brick building, 30x54 feet in size.

A storehouse of brick and frame construction, one story high, 15x50 feet in size, which cost \$750, was put up by the American Ring Company.

The Blake & Johnson Company made extensive improvements to its plant. They consist of a factory building of brick and concrete construction, 200x260 feet in size, one story with basement, and a power plant, also of brick and concrete, one story

and basement, 50x80 feet in size. The reported cost of the entire improvement is \$150,000.

At the total reported cost of \$21,500, the Chase Rolling Mill Company improved its plant. A one-story addition of brick and steel construction was built, 60x120 feet in size, also an addition of brick construction, 30x40 feet and one story high. The company also raised the roof of a building, 50x89 feet in size one story.

The French Manufacturing Company erected a one-story factory building of brick and steel construction, 70x80 feet in size, the reported cost of which is \$6,000.

A new brick factory building was put up by James F. Gaffney. A portion of the building is two stories in height, the other being three stories. Its dimensions are 49x72 feet and its reported cost is \$8,000.

The plant of F. H. Kalbfleisch was increased by the erection of two additions. One of the buildings is a one-story frame structure, 20x71 feet in size and the other is also one story high, 30x100 feet in size, of brick construction. The reported cost of the entire improvement is \$5,500.

The Mattatuck Manufacturing Company increased the size of its plant by the erection of a four-story brick factory building, the dimensions of which are 42x148 feet. Its reported cost is \$30,000.

A one-story brick addition, 14x23 feet in size, which cost \$500, was made to the plant of the Matthews & Willard Manufacturing Company.

A brick factory building, 43x100 feet in size, and two stories high, the reported cost of which is \$10,000, was erected by George Panneton.

A brick pump house of the dimensions of 50x62 feet, and one story high, which cost \$2,000, was put up by the Randolph-Clowes Company.

The Scovill Manufacturing Company made extensive additions to its plant. They consist of a one-story building, 120x140 feet in size, which is of brick and steel construction. The other additions are also of the one-story variety, of brick construction,

38x54; 73x111; and 40x72 feet in size, respectively. The aggregate cost of the improvement is \$38,800.

A one-story brick addition to its plant was made by the Shoe Hardware Company. It is 73x107 feet in size, and its reported cost is \$8,000.

The Steele & Johnson Manufacturing Company erected a new brick factory building, the reported cost of which is \$25,000. The structure is 42x150 feet in size and four stories high.

A one-story brick addition, 12x20 feet in size, which cost \$800, was erected by G. A. Upham.

The Waterbury Battery Company put up a two-story brick addition to its plant. Its dimensions are 45x134 feet and its reported cost is \$12,500.

At the reported cost of \$5,500 three additions were made to the plant of the Waterbury Brass Corporation. All the additions are one story in height and consist of a brick structure, 22x32 feet in size, a frame office building, 19x33 feet in dimensions, and a storage building of frame and steel construction, 14x35 feet in size.

At a cost approximating \$18,000, the Waterbury Button Company improved its plant. The building is four stories in height, 32x114 feet in size, and is of brick construction.

The Waterbury Clock Company erected a five-story brick factory building, 40x194 feet in size, the reported cost of which is \$40,000. The company also built a one-story brick boiler house of the dimensions of 57x62 feet, which cost \$5,000.

The plant of the Waterbury Lumber and Coal Company was enlarged by the erection of a brick addition, six stories in height, 27x85 feet in size, the reported cost of which is \$15,000.

At the reported cost of \$100,000, the Waterbury Manufacturing Company increased the size of its plant. The buildings are all of brick construction, seven stories high, 40x120; 40x92; and 50x70 feet in size, respectively.

An addition of concrete and steel construction was made to the plant of the Waterbury Rolling Mills, Incorporated. The building is one story high, 48x150 feet in size, and the reported cost is \$12,000.

The plant of A. H. Wells & Company was added to by the erection of a brick structure, 40x100 feet in size, one story high with basement, which cost \$9,000.

1910.

Two additions, at a cost approximating \$1,000, were made to the plant of the American Pin Company at Waterville. The buildings are of brick construction, two stories high, and 15x23 feet and 18x23 feet in size respectively.

The Berbecker & Rowland Manufacturing Company made two additions to its plant. The buildings are of brick construction, one being one story high of the dimensions of 35x105 feet, the other is 40x80 feet in size and three stories high with basement. The reported cost of the improvement is \$18,000.

The plant of the Bristol Company was enlarged by the erection of a three story brick addition, 48x100 feet in size, the reported cost of which is \$18,000. The company also built a one-story addition of frame and metal construction of the dimensions of 15x20 feet, at a reported cost of \$500.

A wire mill of brick and steel construction, one story high, and 60x180 feet in size, was put up by the Chase Rolling Mill Company. The company also erected brick additions one story in height, 60x100 feet and 52x58 feet in size respectively. The reported cost of the improvement is \$25,000.

The plant of the International Silver Company was improved by the erection of two additions. One of the buildings is of frame and brick construction, two stories high, 21x46 feet in size and the other is of frame construction, one story in height, of the dimensions of 21x47 feet. The reported cost of the additions is \$2,500.

An addition to its foundry building was put up by the Manufacturers Foundry Company. It is one story in height, of concrete and iron construction, 50x103 feet in size, and its reported cost is \$7,500.

Three additions were made to the plant of the E. J. Manville Machine Company. All are of frame construction and are de-

signed for use as blacksmith shop and for storage purposes. The buildings are of the dimensions of 46x80 feet, 20x20 feet and 12x12 feet respectively. The reported cost of the enlargement is \$2,500.

At a reported cost of \$50,000, the Oakville Company increased the capacity of its plant. The addition consists of a five-story brick factory building of the dimensions of 40x251 feet.

A factory building of brick and concrete construction was put up by Gardner G. Riggs. Its dimensions are 43x83 feet, three stories in height and its reported cost is \$13,500.

At a reported expenditure of \$164,750, the already extensive plant of the Scovill Manufacturing Company was enlarged. The most important of the improvements consist of two factory buildings of brick and steel construction, five stories in height, of the dimensions of 38x128 feet, and 54x295 feet respectively, with wing 29x50 feet in size. Another addition of brick construction was also erected. It is one story high and 83x140 feet in size. A further addition was made in the form of a four-story brick and steel structure of the dimensions of 29x50 feet with wings of the size of 22x23 feet and 17x18 feet respectively. A power and boiler house of brick construction was added to the plant. The buildings are one-story high of the dimensions of 34x71 feet and 19x71 feet respectively. A storehouse of frame construction was also built. It is 15x60 feet in size, and one story in height.

The plant of the Waterbury Brass Company was enlarged by the erection of two buildings of brick construction one story high, 20x40 feet, and 22x38 feet in size respectively. The company also put up a boiler house of steel and galvanized iron construction of the dimensions of 31x51 feet and one story in height. The reported cost of the improvement is \$5,000.

At a reported cost of \$40,000 the Waterbury Clock Company increased the capacity of its plant. The two additions consist of a five story building of brick construction, 41x155 feet in size and a two-story structure, also built of brick, 14x50 feet in size.

A four-story brick addition to its manufactory was made by the Waterbury Machine Company. It is of the dimensions of 35x80 feet and its reported cost is \$15,000.

A frame shed for storage purposes, one story high, 66x94 feet in size, the reported cost of which is \$4,000, was put up by the Waterbury Manufacturing Company.

Two frame additions, both being one story high, 16x150 feet and 12x24 feet in size, respectively, were built by the Waterbury Rolling Mill Company. The reported cost of the improvement is \$1,500.

WILTON.

1910.

The Gilbert & Bennett Manufacturing Company increased its capacity by making two additions to its plant. The most important improvement was the erection of a four-story building of brick and steel construction of the dimensions of 30x345 feet. A frame addition one story high and 50x120 feet in size, was also put up. The reported cost of the improvement is \$64,000.

WINCHESTER.

1909.

The Winsted Hosiery Company enlarged its plant at Winsted by building a three-story brick storehouse of the dimensions of 45x100 feet, the reported cost of which is \$15,000.

1910.

An office building and storehouse were put up by the Empire Knife Company. The building is of brick construction two stories high, 38x65 feet in size, and its reported cost is \$5,500.

The plant of the T. C. Richards Hardware Company was rebuilt at the reported expenditure of \$40,000. The main factory building is of brick, heavy mill construction, five stories in height and of the dimensions of 40x300 feet.

The building designed for a buffing and plating room is also of brick construction, is two stories high, and 40x60 feet in size. The boiler house, built of the same material, is of the dimensions of 15x40 feet, and one story high.

A lumber mill of brick construction was put up by Tiffany & Pickett. It is one story in height, 60x120 feet in size, and its reported cost is \$8,000.

The Winsted Hosiery Company increased the capacity of its plant by the erection of a four-story brick factory building. It is of the dimensions of 36x90 feet and its reported cost is \$16,000.

WINDEAM.

1909.

At the reported cost of \$30,200, the Smith & Winchester Manufacturing Company increased the size of its plant at South Windham. The buildings are of brick and steel construction, each being three stories high and 80x210, and 50x90 feet in size, respectively.

The Windham Manufacturing Company at Willimantic enlarged its plant by the erection of a power plant which consists of two brick buildings each two stories high, 30x40 feet in size, and a brick stack, 40x40 feet in dimensions, 200 feet high. The company also raised the roof of a brick building one story of the dimensions of 25x100 feet. The total reported cost of the improvement is \$13,000.

1910.

At a reported expenditure of \$65,000 the American Thread Company at Willimantic improved its plant. The building is of brick and stone construction, designed for use as a "bleach house," is three stories high, and of the dimensions of 76x223 feet.

The Willimantic Machine Company, also located at Willimantic, erected a machine shop which is of brick construction. It is of the dimensions of 50x226 feet, three stories in height, and its reported cost is \$27,000.

WINDSOR LOCKS.

1909.

The office building of C. H. Dexter & Sons was added to at the reported cost of \$1,500. The addition is of brick construction and 26x34 feet in size.

The Medlicott Company built an addition to its plant which is of brick, concrete and steel construction with extra heavy foundation. The building is of the dimensions of 54x54 feet, two stories high, and its reported cost is \$20,000.

The tabulated statement follows:

NEW FACTORY CONSTRUCTION.

FOR MANUFACTURING PURPOSES DURING THE TWO YEARS
ENDED JULY 1, 1910.

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Beacon Falls...	Beacon Falls Rubber Shoe Co.....	Frame	1	80 x 104	\$8,000 00
	Homer D. Bronson Co...	Brick	1	12 x 83	1,000 00
Berlin.....	American Paper Goods Co.....	Brick	3	42 x 150	8,000 00
	Swift-Waters Manufacturing Co.....	Brick and Concrete	2	30 x 60	4,500 00
Bethel.....	George A. Shepard Sons.	Frame	5	45 x 72	8,000 00
	Bethel Hat Co.....	Frame	2	21 x 21	950 00
	Cuff Hat Co.....	Frame and Brick	2	20 x 20	7,000 00
				20 x 22	
				22 x 32	
				20 x 25	
Bozrah.....	William G. Staib.....	Frame	1 and 2	20 x 60	7,000 00
		and Brick		40 x 68	
Bozrah.....	Gilman Brothers.....	Stone	3	40 x 60	4,000 00
Branford.....	Malleable Iron Fittings Co.....	Brick	1 and basem't	150 x 200	38,000 00
		Steel and Concrete		155 x 150	
Bridgeport.....	Acme Shear Co.....	Brick	2	63 x 125	12,000 00
	Same.....	Brick	1	50 x 80	4,000 00
	American & British Mfg. Co.....	Brick	2	28 x 50	4,000 00
				46 x 123	
	Same.....	Concrete	2	40 x 185	4,000 00
	Same.....	Concrete	1	15 x 53	1,000 00
	Armstrong Mfg. Co.....	Brick	1	32 x 66	8,500 00
	Atlas Shear Co	Frame	2	20 x 60	1,000 00
				12 x 15	
	Automatic Machine Co..	Frame	1	24 x 75	600 00
	W. H. Batcheller.....	Brick	2	54 x 203	20,000 00
	Belknap Mfg. Co.....	Frame	1	25 x 85	2,500 00
	H. C. Bradley.....	Frame	1	30 x 50	500 00
	Bridgeport Brass Co.....	Brick and Steel	1 and basem't	100 x 260	55,000 00
	Same.....	Brick and Steel	4	48 x 66	30,000 00
				48 x 84	
	Same.....	Brick and Steel	1	66 x 104	15,000 00
	Same.....	Frame	1	20 x 100	1,500 00
	Bridgeport Chain Co.....	Brick and Steel	4	17 x 17	1,500 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Bridgeport.....	Bridgeport Coach Lace Co.....	Brick	1	48 x 81	\$4,000 00
	Bridgeport Elastic Fabric Co.....	Frame	1	27 x 90	1,500 00
	Bridgeport Foundry & Machine Co.....	Brick	1	20 x 40	1,000 00
	Bridgeport Forge Co.....	Steel	1	57 x 100	8,750 00
	Same.....	Brick and Steel	1	57 x 180	9,500 00
	Bridgeport Malleable Iron Co.....	Brick and Steel	1	48 x 129	23,000 00
	Bridgeport Vehicle Co...	Brick and Steel	2	45 x 157	30,000 00
	Same.....	Frame	2	13 x 31	600 00
	Same.....	Brick	2	45 x 47	7,000 00
	Bryant Electric Co.....	Brick	2	60 x 147	37,000 00
	Bullard Machine Tool Co.....	Concrete Blocks and Steel	1	{ 50 x 140 } { 17 x 140 }	13,000 00
	H. O. Canfield Co.....	Brick	1	10 x 40	425 00
	Canfield Rubber Co.....	Brick	1	17 x 25	400 00
	Columbia Bolt & Nut Co.	Frame	1	50 x 50	800 00
	Connecticut Clasp Co...	Frame	1	25 x 23	1,400 00
	Coulter & McKenzie Machine Co.....	Brick	2	60 x 87	10,000 00
	Frederick E. Eckart.....	Brick	1	42 x 120	6,000 00
	Electric Cable Co.	Brick	1	60 x 120	11,000 00
	Same.....	Brick	1 and basem't	13 x 30	1,500 00
	Same.....	Frame	1	30 x 60	1,200 00
	Grant Manufacturing Co.	Frame	1	18 x 50	250 00
	Hartman Brewing Co....	Brick	2	33 x 70	6,000 00
	Same.....	Frame	1	50 x 200	3,000 00
	Max Henkel.....	Brick	1½	65 x 139	12,000 00
	Harvey Hubbell.....	Concrete	5	52 x 156	37,000 00
	John A. Hurley, Inc....	Brick	2	43 x 62	4,500 00
	International Silver Co., "Factory C".....	Frame	1	26 x 70	3,000 00
	J. H. S. Jones.....	Cement Blocks	2	45 x 109	5,500 00
	Andrew L. Krouse.....	Brick	1	40 x 90	2,500 00
	Lake Torpedo Boat Co...	Frame	2	24 x 104	2,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Bridgeport.....	Lake Torpedo Boat Co...	Brick	2	24 x 36	\$2,500 00
	Same.....	Frame	2	24 x 67	2,300 00
	Locomotive Co. of America.....	Brick	4 and basem't	54 x 150	27,000 00
	Same.....	Brick	1	50 x 150	8,000 00
	Manufacturers Iron Foundry Corp.....	Brick	1	50 x 68	2,500 00
	Same.....	Frame	2	30 x 68	600 00
	Same.....	Frame	1	35 x 90	2,000 00
	MacFarlane Brothers Manufacturing Co.....	Brick	2	30 x 112	6,000 00
	A. H. Nilson Machine Co.	Concrete	1	75 x 77	2,000 00
	Pacific Iron Works.....	Brick and Steel	1	{ 108 x 120 } 18 x 35 }	20,000 00
	Same.....	Brick	2	30 x 40	7,000 00
	Pequonnock Foundry Co.	Concrete and Steel	1	75 x 120	2,000 00
	Andrew Badel.....	Frame	1	60 x 64	1,200 00
	Salts Textile Mfg. Co....	Brick and Steel	4	18 x 29	10,000 00
	Same.....	Frame	1	40 x 70	1,200 00
	John Schwing Corp.....	Concrete Blocks	1	45 x 83	2,000 00
	Siemon Hard Rubber Co.	Frame	1 and basem't	41 x 167	6,000 00
	Spring Perch Co.....	Brick	1	{ 82 x 65 } 21 x 24 }	4,100 00
	Same.....	Brick	1	8 x 18	200 00
	Standard Manufacturing Co.....	Brick	2 and basem't	32 x 48	2,000 00
	Same.....	Brick	1	29 x 47	500 00
	Tait & Son.....	Frame	1	50 x 200	2,000 00
	C. C. Thompson.....	Brick	1	24 x 106	4,000 00
	Same.....	Brick	1	{ 28 x 108 } 33 x 76 }	4,500 00
	Union Metallic Cartridge Co.....	Brick	9	{ 60 x 88 } 75 x 88 }	60,000 00
	Same.....	Brick	1	63 x 81	5,000 00
	Same.....	Brick	1	12 x 12	500 00
	Same.....	Brick	1	30 x 44	2,200 00
	Same.....	Brick	1	12 x 30	500 00
	Warner Brothers Co.	Frame	1	{ 20 x 126 } 12 x 27 }	2,450 00
	Same	Brick and Steel	1½	{ 17 x 30 } 24 x 107 }	12,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Bridgeport.....	Warner Brothers Co.....	Brick	4	{ 55 x 106 55 x 166 }	\$32,000 00
	Same.....	Brick	4	54 x 137	33,000 00
	Same.....	Frame	4	{ 55 x 158 23 x 70 }	50,000 00
	Same.....	Frame	1	{ 55 x 126 30 x 126 }	1,500 00
	Same.....	Brick	1	30 x 117	1,300 00
	Weidlich Brothers Co....	Brick	2 and basem't	{ 21 x 34 46 x 155 }	27,000 00
	Same.....	Brick	1	{ 26 x 33 40 x 41 }	
	Whitney Mfg. Co.....	Brick and Steel	2	{ 23 x 23 46 x 242 }	65,000 00
	Same.....	Brick and Steel	1	{ 53 x 137 47 x 50 }	
Bristol.....	Wallace Barnes Co.....	Brick	1	40 x 100	5,000 00
	N. L. Birge & Sons Co....	Brick	2 and basem't	{ 24 x 64 35 x 60 }	15,000 00
	Same.....	Brick	4		
	Bristol Engineering Corp.....	Brick	1	130 x 140	13,000 00
	Same.....	Frame	1	30 x 40	2,000 00
	Dunbar Brothers.....	Brick	2	25 x 43	2,500 00
	Same.....	Brick	3	32 x 30	9,300 00
	C. G. Garrigus Machine Co.....	Brick	1 and 3	{ 10 x 35 37 x 75 }	15,000 00
	Same.....	Brick	3	45 x 66	12,000 00
	E. Ingraham Co.....	Brick	5	33 x 136	45,000 00
	Same.....	Brick	4	60 x 75	20,000 00
	F. N. Manross.....	Brick	1	15 x 20	500 00
	H. J. Mills.....	Brick	2	35 x 40	2,000 00
	New Departure Mfg. Co.	Brick and Steel	3 and basem't	{ 50 x 130 90 x 130 90 x 200 }	75,000 00
	Same.....	Brick and Steel	1		
Peck & Young Co.....	Peck & Young Co.....	Frame	2	20 x 70	1,000 00
	C. J. Root (estate).....	Brick	1 and 3	{ 31 x 36 43 x 99 }	20,000 00
	Turner Heater Co.....	Frame	1	28 x 30	500 00
Chatham..... (East Hampton)	Bevin Brothers Manufacturing Co.....	Brick	1 and 2	{ 65 x 30 26 x 45 25 x 65 }	14,000 00
	Summit Thread Co.....	Frame	1	43 x 57	2,000 00
	Ball & Socket Manufacturing Co.....	Frame and Brick	1 and 2	{ 25 x 60 40 x 62 27 x 45 }	13,000 00
Connecticut Brass Co....	Connecticut Brass Co....	Brick	1	{ 15 x 150 40 x 43 }	16,000 00
	Christopher C. Case.....	Brick	1	30 x 40	1,500 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Danbury.....	Danbury Co.....	Brick	3	40 x 100	14,500 00
	J. W. Greep & Sons, Inc.	Brick	3	35 x 104	11,000 00
	Haitsch Hat Co.....	Frame	1 and 2	$\left\{ \begin{array}{l} 11 \times 81 \\ 25 \times 50 \\ 25 \times 60 \end{array} \right\}$	2,800 00
	Lee McLachlan Co.....	Brick	4 3 2	$\left\{ \begin{array}{l} 40 \times 320 \\ 40 \times 110 \\ 40 \times 810 \end{array} \right\}$	90,000 00
	Same.....	Brick	1 and basem't	65 x 100	30,000 00
	Same.....	Brick	2	35 x 39	4,500 00
	Same.....	Brick and Cement	1	53 x 55	3,580 00
	D. E. Loewe & Co.....	Frame	3	35 x 30	2,500 00
	E. A. Mallory & Sons.....	Brick	1	35 x 35	4,000 00
	National Hat Co.....	Frame	1	25 x 50	500 00
	Rogers Silver Plate Co..	Brick	2	43 x 100	5,000 00
	Silver Brothers.....	Frame	1 and 3	$\left\{ \begin{array}{l} 40 \times 40 \\ 50 \times 175 \\ 50 \times 53 \end{array} \right\}$	18,000 00
	Simon & Kane.....	Frame and Concrete	1	30 x 40	1,300 00
	Peter Sweeney.....	Brick	3	40 x 100	12,000 00
	A. E. Tweedy.....	Brick	2	60 x 130	21,000 00
Derby.....	Birmingham Iron Foundry.....	Brick and Steel	1	30 x 140	8,000 00
	Dairy Machinery & Construction Co.....	Brick	1	$\left\{ \begin{array}{l} 22 \times 58 \\ 50 \times 103 \end{array} \right\}$	20,000 00
	Same.....	Brick	2	$\left\{ \begin{array}{l} 40 \times 150 \\ 30 \times 50 \end{array} \right\}$	
	Sterling Piano Co.....	Frame	1	$\left\{ \begin{array}{l} 48 \times 60 \end{array} \right\}$	5,000 00
East Hartford..	Andrew & Charles Pullar	Frame	3	45 x 65	4,000 00
East Lyme..... (Niantic)	Menhaden Oil & Guano Co.....	Frame	2	30 x 200	8,000 00
Enfield.....	Hartford Carpet Corp..	Brick	4	120 x 385	175,000 00
	Standard Metal Works..	Concrete	2	80 x 120	15,000 00
	Upson-Martin Co., ...	Brick	3	$\left\{ \begin{array}{l} 44 \times 151 \\ 40 \times 230 \end{array} \right\}$	24,000 00
Essex.....	Tiley-Pratt Co.....	Brick and Concrete	1	$\left\{ \begin{array}{l} 30 \times 80 \\ 20 \times 20 \end{array} \right\}$	12,000 00
	Behrens & Bushnell....	Frame	1	14 x 43	400 00
Fairfield.....	Fairfield Aluminum Corp.....	Frame and Brick	1	$\left\{ \begin{array}{l} 30 \times 70 \\ 30 \times 50 \end{array} \right\}$	4,000 00
	Fairfield Rubber Co.....	Frame	1	43 x 55	2,300 00
	Same.....	Brick	1	30 x 50	1,500 00
Farmington	Charles W. House & Son	Brick	3	35 x 75	8,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Glastonbury....	Glastonbury Knitting Co.....	Brick	4	40 x 60	\$6,000 00
	Same.....	Brick	1	50 x 100	4,500 00
	Franklin Glasier & Sons.	Frame and Brick	2	60 x 67	2,000 00
	J. B. Williams Co.....	Brick	4	50 x 80	10,000 00
	Williams Brothers Mfg. Co.....	Brick	3	40 x 145	11,500 00
Greenwich.....	Palmer Brothers.....	Concrete	1	75 x 100	10,000 00
Griswold..... (Jewett City)	Ashland Cotton Co.....	Brick	2	100 x 200	49,000 00
Guilford.....	I. S. Spencer Sons.....	Brick	5 and 3	{ 21 x 36 21 x 38 }	12,000 00
Hartford.....	Atlantic Screw Works...	Brick	3	{ 45 x 84 55 x 125 }	50,000 00
	Beseman & Bostwick....	Brick	4	40 x 84	19,000 00
	Edwin J. Blake.....	Brick	1	78 x 86	12,000 00
	Capitol Foundry Co.....	Frame	1	14 x 38	250 00
	Carleton Foundry Co....	Frame	1	{ 20 x 57 26 x 90 }	3,500 00
	Colt Patent Fire Arms Co.....	Iron	1	32 x 40	1,500 00
	John W. Conway.....	Frame	1	36 x 62	3,000 00
	P. Donaghue.....	Brick and Steel	4	30 x 80	16,000 00
	A. C. Dunham.....	Frame	2	34 x 56	1,700 00
	Same.....	Frame	1	48 x 64	1,800 00
	Same.....	Brick	1	{ 32 x 65 35 x 65 40 x 50 }	20,000 00
	H. A. & F. L. Evarts.....	Brick	3	33 x 40	4,000 00
	Hubert Fischer Brewing Co.....	Brick and Concrete	2	20 x 22	800 00
	Hartford Builders Finish Co.....	Brick	1	28 x 55	800 00
	Same.....	Brick	2	{ 20 x 40 20 x 80 }	1,800 00
	Hartford Falence Co.....	Frame	1	25 x 25	500 00
	Same.....	Frame	1	33 x 36	800 00
	Hartford Machine Screw Co.....	Brick	2	32 x 210	26,000 00
	Hartford Pulp Plaster Corp.....	Frame	2	46 x 74	7,400 00
	Hartford Rubber Works Co.....	Brick and Steel	1	31 x 42	2,250 00
	Same.....	Brick	4	12 x 12	1,000 00
	Same.....	Brick	1	44 x 65	6,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Hartford.....	Hartford Rubber Works Co.....	Frame	1½	{ 28 x 30 } { 18 x 18 }	\$305 00
	Hotchkiss Brothers Co..	Brick	5	40 x 80	16,000 00
	Industrial Realty Co.....	Brick	2	48 x 60	10,000 00
	Same.....	Brick	3	48 x 158	16,000 00
	Kellogg & Bulkeley Co...	Brick and Steel	1 and basem't	{ 90 x 150 } { 37 x 42 }	25,000 00
	McQue Co.....	Brick	1 and 2	{ 47 x 50 } { 47 x 202 }	25,000 00
	Merrow Machine Co.....	Brick	1, 3 and 5	{ 38 x 58 } { 47 x 47 }	15,000 00
	Myers & Gross	Brick	2	{ 20 x 20 } 48 x 118	6,500 00
	National Biscuit Co.....	Brick	1	60 x 170	20,000 00
	Nonotuck Silk Co.....	Frame and Brick	1 and 3	{ 90 x 100 } { 24 x 72 }	3,000 00
	O. G. Perkins.....	Frame	1	{ 28 x 45 } 25 x 90	1,800 00
	Pratt & Whitney Co.....	Brick Steel and Concrete	3 and basem't	48 x 108	30,000 00
	Same.....	Brick and Concrete	5	{ 80 x 158 } { 80 x 88 }	75,000 00
	J. W. Rockwell.....	Concrete Blocks	3	42 x 82	7,500 00
	Same.....	Concrete Blocks	1	16 x 28	700 00
	Thomas B. Simonds.....	Brick	2	{ 26 x 54 } { 40 x 80 }	5,000 00
	Standard Foundry Co...	Brick	1	{ 40 x 40 } { 20 x 20 }	7,500 00
	Sulsman & Blumenthal..	Frame	1	26 x 30	500 00
	Terry Steam Turbine Co.....	Brick	1	82 x 200	12,500 00
	Underwood Typewriter Manufacturing Co. ...	Brick	5	{ 50 x 444 }	
	Same.....	Brick	1 and basem't	{ 100 x 179 }	180,000 00
	Same.....	Brick	1	{ 45 x 355 }	
	Universal MachineScrew Co.....	Brick	1	140 x 200	35,000 00
	Abraham Vanderbeck...	Brick	2 and basem't	34 x 62	8,500 00
	Whitney Mfg. Co.....	Frame	1	50 x 120	3,500 00
Huntington (Shelton)	Adams Manufacturing Co.....	Brick	4	{ 26 x 135 } { 30 x 50 }	22,000 00
	Derby Rubber Co.....	Frame and Brick	1	{ 40 x 40 } { 30 x 50 }	4,000 00
	Star Pin Co.....	Brick	1	42 x 126	6,800 00
Killingly.....	Danielsonville Cotton Co.	Brick	2	{ 25 x 40 } { 150 x 100 }	50,000 00
Manchester..... (Buckland)	E. E. Hilliard Co.....	Frame	1	50 x 80	1,500 00
	Orford Soap Co.....	Frame	1 and 2	{ 35 x 110 } { 25 x 50 }	6,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Meriden	Aeolian Co.....	Reinfor'd Concrete	5	40 x 82	\$12,000 00
	Same.....	Brick	2	10 x 14	1,100 00
	Bradley & Hubbard Mfg. Co.....	Brick	1	35 x 50	2,500 00
	Conn. Telephone & Electric Co.....	Brick	3	40 x 60	11,000 00
	Handel Co.....	Frame and Concrete	2	30 x 72	10,000 00
	George B. Hubbard.....	Concrete Blocks	1	16 x 30	500 00
	International Silver Co., "Factory A".....	Brick	1½, 3 and 4	{ 12 x 14 30 x 40 60 x 90 }	27,500 00
	Same "Factory H".....	Brick	1	42 x 54	7,000 00
	Same "Factory H".....	Brick	1	50 x 70	4,000 00
	Kelsey Press Co.....	Brick	3	29 x 30	6,000 00
	Rockwell Silver Co.....	Concrete Blocks	2	26 x 32	1,500 00
	Tredennick Paint Co.....	Concrete	1	16 x 26	2,000 00
Middlefield..... (Rockfall)	Rogers Manufacturing Co.....	Concrete	2	50 x 108	10,500 00
Middletown....	W. & B. Douglas.....	Brick	1	35 x 53	2,000 00
	Frisbie Motor Co., Inc..	Brick	1	42 x 116	5,000 00
	I. E. Palmer.....	Brick	1	18 x 71	1,500 00
	Russell Manufacturing Co.....	Brick	3	50 x 110	16,500 00
	Same.....	Brick	3	60 x 135	40,000 00
Milford.....	Rogers Silver Plate Co..	Brick	2	40 x 90	8,000 00
	Rostand Mfg. Co.....	Brick	2	10 x 67	4,000 00
Montville.....	Bigelow Harriman Construction Co.....	Brick Steel and Concrete	2	214 x 238	200,000 00
	C. M. Robertson Co.....	Brick	1 and basem't	40 x 120	6,500 00
New Britain....	Corbin Cabinet Look Co.	Brick	1	39 x 66	1,500 00
	Corbin Screw Corp.....	Brick	6	55 x 330	160,000 00
	Cremo Brewing Co.....	Brick	1	18 x 43	2,500 00
	Same.....	Brick	2	19 x 50	2,000 00
	Gold & Weinberg.....	Brick	3	56 x 60	5,000 00
	Hart & Cooley Co.....	Brick	3	50 x 57	14,000 00
	Landers, Frary & Clark..	Brick and Stone	1 with 200 ft. stack	{ 62 x 102 70 x 106 }	70,000 00
	Same.....	Brick	4	45 x 83	17,000 00
	Same.....	Brick	1 and basem't	26 x 126	10,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
New Britain....	Landers, Frary & Clark..	Brick	1	45 x 90	\$4,500 00
	Same.....	Brick	2	20 x 30	1,500 00
	New Britain Carriage Co.....	Brick	3	50 x 90	9,000 00
	New Britain Machine Co.	Brick	4	26 x 87	10,000 00
	North & Judd Manufacturing Co.....	Brick	1	34 x 40	1,300 00
	Same.....	Brick	1	{ 60 x 105 80 x 150 }	15,000 00
	Parker Shirt Co.....	Brick	1 and 4	{ 23 x 60 42 x 60 }	12,500 00
	Russell & Erwin Manufacturing Co.....	Frame and Iron	1	18 x 41	650 00
	Same.....	Reinforced Concrete	6	60 x 100	40,000 00
	Stanley Rule & Level Co.	Brick	3 and basem't	60 x 90	20,000 00
	Same.....	Brick	6	{ 80 x 100 80 x 80 }	52,000 00
	Stanley Works.....	Frame	1	33 x 60	500 00
	Same.....	Brick and Cement	2	42 x 50	4,000 00
	Traut & Hine Manufacturing Co.....	Brick	1	40 x 60	7,500 00
	Same.....	Brick	1	17 x 45	600 00
	Vulcan Iron Works.....	Brick and Steel	1	110 x 305	16,000 00
	Same.....	Brick and Steel	2	40 x 120	10,500 00
New Haven.....	Acme Wire Co.....	Brick	1	50 x 100	4,500 00
	Walter Brockett.....	Frame and Brick	3	{ 40 x 60 60 x 80 }	4,000 00
	Charles T. Coyle.....	Brick	1	{ 20 x 34 30 x 40 }	7,000 00
	Vincent Ferrie.....	Concrete Blocks	2	{ 34 x 54 29 x 38 }	1,800 00
	M. J. Gibbud.....	Brick and Steel	1 and 2	{ 24 x 66 42 x 88 }	9,000 00
	Greist Mfg. Co.....	Brick	1	13 x 25	1,000 00
	Kilborn & Bishop Co.....	Frame and Brick	1 and 2	{ 10 x 42 19 x 52 }	2,300 00
	Frederick Howshfield....	Brick	2	74 x 161	8,000 00
	Sarah Lapides.....	Brick	1	85 x 125	4,500 00
	Marlin Fire Arms Co....	Brick	1	40 x 80	3,500 00
	Mayo Radiator Co.....	Brick and Steel	1	{ 40 x 60 60 x 80 150 x 300 }	25,000 00
	Same	Brick	1	16 x 30	600 00
	Narrow Fabric Corp.....	Brick	3	68 x 302	75,000 00
	National Biscuit Co.....	Brick	1	44 x 125	8,500 00
	New Haven Boiler Works	Brick	1	16 x 19	500 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
New Haven.....	New Haven Clock Co.	Brick	5	33 x 82	\$10,000 00
	Same.....	Brick	4 and 5	{ 40 x 82 } { 33 x 61 }	12,500 00
	Same.....	Brick	1	34 x 100	5,000 00
	New Haven Machine Screw Co.....	Brick	1	42 x 126	8,000 00
	New Haven Wire Bound Box Co.....	Frame	1	60 x 60	1,200 00
	I. Newman & Sons.....	Brick	1	32 x 30	3,000 00
	Same.....	Brick	4	26 x 42	4,500 00
	Same.....	Brick	1 with stack	17 x 21	6,000 00
	Oschner & Sons Co.....	Frame	2	16 x 31	900 00
	John Petrie.....	Frame	2	25 x 50	1,800 00
	Pond Lily Co.....	Brick	1	{ 6 x 27 } { 40 x 100 }	2,500 00
	Battan Mfg. Co.....	Brick	1	25 x 25	300 00
	Sargent & Co.....	Brick	1	85 x 285	1,000 00
	H. B. Schwartz.....	Brick	2	32 x 56	3,500 00
	Seamless Rubber Co....	Brick	1	{ 60 x 90 } { 15 x 20 }	8,800 00
	Same.....	Brick	2	25 x 30	1,800 00
	Same.....	Brick	5	40 x 100	20,000 00
	Andrew G. Smith.....	Brick	4	40 x 75	11,000 00
	Standard Wash Tray Works.....	Concrete Blocks	1	75 x 150	10,000 00
	Tu-Block Concrete Co...	Frame and Concrete	2	20 x 40	500 00
	C. H. Webb.....	Brick	3	40 x 90	10,000 00
	Weibel Brewing Co.....	Brick	1	25 x 30	2,000 00
	Winchester Repeating Arms Co.....	Reinfor'd Concrete	2	{ 60 x 228 } { 60 x 228 } { 27 x 55 }	150,000 00
	Same.....	Brick	3	48 x 58	35,000 00
	Same.....	Brick	1	42 x 300	20,000 00
	Same.....	Frame	1	30 x 30	2,300 00
New London....	Brainard & Armstrong Manufacturing Co.....	Brick	2	35 x 100	7,000 00
	New England Carpet Lining Co.....	Brick	2 and basem't	50 x 150	12,000 00
	New London Wash Silk Co.....	Brick	2	30 x 100	7,000 00
	Queen Anne Mills Co....	Brick	1	35 x 70	3,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
New London....	Sheffield Dentrifice Co...	Brick	3	60 x 60	\$12,500 00
	Standard Brass & Copper Tube Co.....	Brick Concrete and Steel	1	{ 65 x 129 20 x 38 }	14,000 00
Norwalk.....	Clear Felt Hat Co.....	Frame	2	42 x 60	2,000 00
	Ciuet, Peabody & Co....	Concrete	1 and 2	{ 25 x 50 52 x 150 }	12,000 00
	Same	Cement Blocks	2	48 x 74	7,000 00
	E. H. Hotchkiss Co.....	Brick	4	70 x 70	10,000 00
	Lockwood Mfg. Co.....	Brick	4	35 x 60	8,500 00
	Same.....	Frame	3	30 x 58	4,000 00
	Muller Gloria Mills.....	Brick	1	{ 40 x 300 25 x 32 }	12,000 00
	Same.....	Brick	3	50 x 300	30,000 00
	R. & G. Corset Co.....	Brick	2	30 x 30	1,200 00
	South Norwalk Engineering Co.....	Frame	2	20 x 25	500 00
	Vanderhoef & Co.....	Frame	1	{ 70 x 115 25 x 30 }	3,000 00
	Liberty Mfg. Co.....	Frame	1	{ 80 x 120 25 x 50 }	5,000 00
Norwich.....	Bard Union Co.....	Brick	1 and 2	{ 36 x 86 17 x 36 }	5,000 00
	Hopkins & Allen Arms Co.....	Brick	1 and 5	{ 34 x 60 30 x 24 }	3,400 00
	Industrial & Manufacturing Co.....	Brick	2	40 x 110	9,000 00
	J. B. Martin & Co.....	Brick	1 and 2	{ 75 x 100 40 x 300 }	30,000 00
	McCrum-Howell Co.....	Frame	1	40 x 80	4,200 00
	Norwich Belt Manufacturing Co.....	Brick	2	30 x 40	2,500 00
	W. H. Page Boiler Co....	Frame and Brick	2	80 x 100	4,000 00
	Ponemah Mills Co.....	Brick	1 and basem't	200 x 670	194,000 00
	Preston Woolen Co.....	Brick	2	37 x 43	3,300 00
	Uncas Paper Co.....	Brick	3	40 x 120	11,000 00
	John T. Young Boiler Co.....	Frame and Iron	1	{ 60 x 75 50 x 100 }	3,200 00
Plainfield.....	Lawton Mills Corp.....	Brick	1	150 x 227	27,500 00
	Same.....	Brick	3	100 x 183	41,000 00
Plainville.....	Trumbull Electric Mfg. Co.....	Brick	1 and 4	{ 34 x 50 50 x 50 }	11,500 00
Portland.....	Rogers & Hubbard Co....	Frame	1, 2 and basem't	{ 60 x 60 180 x 300 }	40,000 00
Putnam.....	John M. Dean	Brick	1 and 2	{ 50 x 80 52 x 110 }	20,000 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Rocky Hill.....	Billings & Spencer Co...	Concrete and Steel	1	{ 80 x 150 85 x 51 40 x 50 }	\$20,000 00
Saybrook..... (Deep River)	Pratt, Read & Co.....	Brick	2	50 x 55	5,500 00
	Same.....	Brick	1	50 x 250	17,000 00
Seymour.....	H. A. Matthews Mfg. Co.	Concrete Blocks	2	60 x 102	12,500 00
	Seymour Mfg. Co.....	Brick and Steel	1	50 x 75	8,500 00
Southington....	Beaton & Corbin Manufacturing Co.....	Frame	1	27 x 45	1,100 00
	Industrial Improvement Co.....	Brick	2	40 x 80	6,000 00
Sprague.....	Totoket Mills Co.....	Brick	1 and 2	{ 50 x 200 40 x 80 }	12,000 00
	Same.....	Brick	1	30 x 30	800 00
Stafford.....	Central Woolen Co.....	Brick	2 and basem't	25 x 50	2,800 00
Stamford.....	Baer Brothers.....	Frame	2	25 x 75	3,200 00
	Excelsior Hardware Co..	Frame	1	50 x 150	8,000 00
	Harris Construction Co.	Frame	2	30 x 112	2,000 00
	Hoyt Pump Co.....	Frame	1	40 x 100	3,000 00
	Robert Kerr Press Co...	Brick	1	65 x 179	20,000 00
	Marine Railways & Construction Co.....	Frame	1½	50 x 100	2,800 00
	George Muench.....	Frame	1	33 x 50	2,000 00
	Remington Oil Engine Co.....	Frame	1	41 x 50 20 x 25	2,000 00
	Richard & Co.....	Brick	1 and 2	{ 42 x 47 55 x 63 }	12,200 00
	A. L. Schavoir.....	Frame	2	28 x 30	2,000 00
	Stollwerck Brothers, Inc.....	Reinforc'd Concrete	2	50 x 100	10,000 00
	Yale & Towne Mfg. Co...	Brick	1 and 6	{ 57 x 57 57 x 280 }	120,000 00
Stonington.....	American Velvet Co.....	Brick	2	105 x 168	24,000 00
	Rossie Velvet Co.....	Brick	1	20 x 20	1,200 00
	Same.....	Brick	1	30 x 30	3,000 00
Stratford.....	E. H. H. Smith Silver Co.	Brick	2 and basem't	35 x 32	10,000 00
Torrington.....	Hendey Machine Co. ...	Brick	1	100 x 162	12,000 00
	Hotchkiss Brothers Co..	Frame	4	50 x 106	12,000 00
	Standard Co.....	Brick	1	77 x 80	6,500 00
	Turner & Seymour Mfg. Co.....	Brick	1	58 x 110	8,500 00
	Same.....	Brick and Steel	1	{ 50 x 100 32 x 75 }	8,500 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Torrington	Union Hardware Co.....	Brick	1	32 x 50	\$2,300 00
Vernon.....	Hockanum Co.....	Brick	1	75 x 194	35,000 00
	Same.....	Brick	3	50 x 70	26,000 00
	Rock Manufacturing Co.	Brick	1	40 x 180	7,000 00
	Talcott Brothers.....	Frame	2	32 x 80	2,700 00
Wallingford....	M. Backes & Sons, Inc...	Brick	3	50 x 80	12,500 00
	International Silver Co., "Factory P".....	Brick	1 and 4	{ 30 x 66 } { 40 x 104 }	24,000 00
	Same.....	Brick	2	30 x 100	6,000 00
	S. L. & G. H. Rogers.....	Brick	1	30 x 40	500 00
	R. Wallace & Sons.....	Brick	4	40 x 128	20,500 00
	Wallingford Co.....	Frame	3	30 x 40	2,000 00
Waterbury	American Mills Co.....	Brick and Steel	2 and basem't	64 x 191	45,000 00
	Same.....	Brick	1	30 x 54	2,300 00
	American Pin Co.....	Brick	2	{ 15 x 23 } { 18 x 23 }	1,000 00
	American Ring Co.....	Frame and Brick	1	15 x 50	750 00
	Berbecker & Rowland Mfg. Co.....	Brick	1, 3 and basem't	{ 35 x 105 } { 40 x 80 }	18,000 00
	Blake & Johnson Co.....	Brick and Concrete	1 and basem't	200 x 200	120,000 00
	Same.....	Brick and Concrete	1 and basem't	50 x 80	20,000 00
	Bristol Co.....	Brick	3	48 x 100	18,000 00
	Same.....	Frame and Iron	1	15 x 30	500 00
	Chase Rolling Mill Co...	Brick and Steel	1	60 x 120	15,000 00
	Same.....	Brick	1	50 x 80	5,000 00
	Same.....	Brick	1	30 x 40	1,500 00
	Same.....	Brick	1	{ 60 x 100 } { 62 x 58 }	10,000 00
	Same.....	Brick and Steel	1	60 x 180	15,000 00
	French Manufacturing Co.....	Brick and Steel	1	70 x 80	6,000 00
	James F. Gaffney	Brick	2 and 3	49 x 72	8,000 00
	International Silver Co., "Factory J".....	Frame and Brick	1 and 2	{ 21 x 47 } { 21 x 46 }	2,300 00
	F. H. Kalbfleisch Co.	Brick	1	30 x 100	2,300 00
	Same.....	Frame	1	20 x 71	2,000 00
	Manufacturers Foundry Co.....	Concrete and Iron	1	50 x 102	7,500 00

NEW FACTORY CONSTRUCTION—(Continued).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Waterbury.....	E. J. Manville Machine Co.....	Frame	1	{ 46 x 80 30 x 20 12 x 12 }	\$2,500 00
	Mattatuck Manufacturing Co.....	Brick	4	42 x 148	30,000 00
	Matthews & Willard Manufacturing Co.....	Brick	1	14 x 28	500 00
	Oakville Co.....	Brick	5	40 x 261	50,000 00
	George Parmeton.....	Brick	2	48 x 100	10,000 00
	Randolph-Clowes Co.....	Brick	1	50 x 62	2,000 90
	G. G. Riggs.....	Brick and Concrete	3	48 x 88	12,500 00
	Scovill Manufacturing Co.....	Brick and Steel	1	120 x 140	20,800 00
	Same.....	Brick	1	78 x 111	12,000 00
	Same.....	Brick	1	{ 40 x 72 38 x 54 }	6,000 00
	Same.....	Brick and Steel	5	{ 38 x 128 54 x 298 29 x 50 }	130,000 00
	Same.....	Brick	1	88 x 140	14,500 00
	Same.....	Brick and Steel	4	{ 29 x 50 22 x 22 17 x 18 }	12,000 00
	Same.....	Brick	1	{ 34 x 77 19 x 71 }	7,500 00
	Same.....	Frame	1	15 x 60	750 00
	Shoe Hardware Co.....	Brick	1	78 x 107	8,000 00
	Steele & Johnson Manufacturing Co.....	Brick	4	42 x 150	25,000 00
	G. A. Upham.....	Brick	1	12 x 20	800 00
	Waterbury Battery Co...	Brick	2	45 x 184	12,500 00
	Waterbury Brass Corp...	Frame, Brick and Steel	1	{ 22 x 32 19 x 38 14 x 35 }	5,500 00
	Waterbury Brass Co.....	Steel and Iron	1	81 x 51	8,000 00
	Same	Brick	1	{ 20 x 40 22 x 35 }	2,000 00
	Waterbury Button Co...	Brick	4	82 x 114	18,000 00
	Waterbury Clock Co.....	Brick	1 and 5	{ 57 x 82 40 x 194 14 x 50 }	45,000 00
	Same	Brick	2 and 5	{ 41 x 155 }	40,000 00
	Waterbury Lumber & Coal Co.....	Brick	6	27 x 85	15,000 00
	Waterbury Machine Co..	Brick	4	35 x 80	15,000 00
	Waterbury Manufacturing Co.....	Brick	7	{ 40 x 120 40 x 92 50 x 70 }	100,000 00
	Same.....	Frame	1	66 x 94	4,000 00

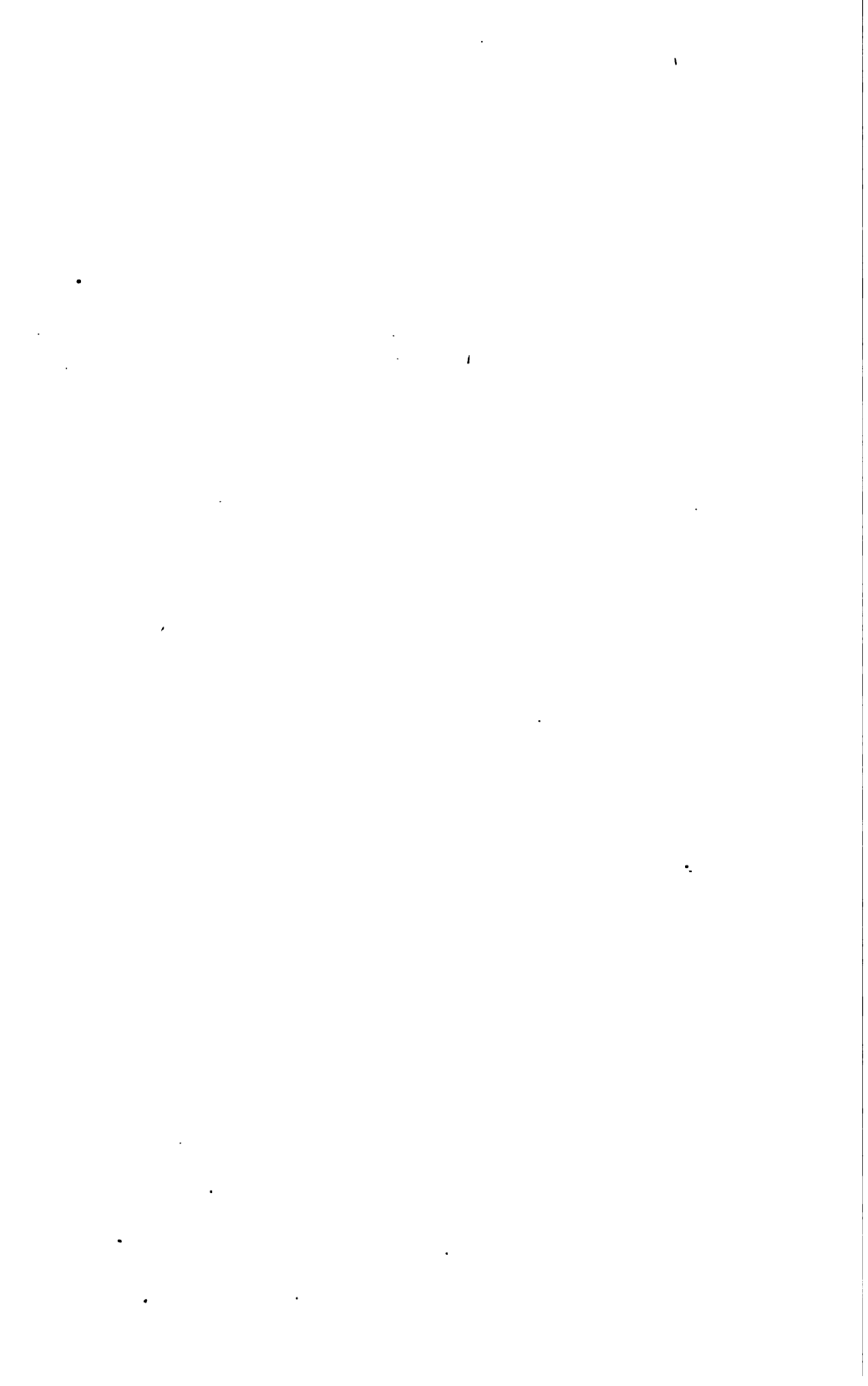
NEW FACTORY CONSTRUCTION—(*Concluded*).

Location	Name of Establishment	Style of Building	Number of Stories	Dimensions Feet	Cost of Construction
Waterbury.....	Waterbury Rolling Mill Co.....	Concrete and Steel	1	48 x 150	12,000 00
	Same.....	Frame	1	{ 16 x 150 } { 12 x 24 }	1,500 00
	A. H. Wells Co.....	Brick	1 and basem't	40 x 100	9,000 00
Wilton.....	Gilbert & Bennett Mfg Co.....	Brick and Steel	4	30 x 345	60,000 00
	Same.....	Frame	1	50 x 120	4,000 00
Winchester..... (Winsted)	Empire Knife Co.....	Brick	2	28 x 65	5,500 00
	T. C. Richards Hardware Co.....	Brick and Steel	1, 2 and 5	{ 15 x 40 } { 40 x 60 } { 40 x 300 }	40,000 00
	Tiffany & Pickett.....	Brick	1	60 x 120	3,000 00
	Winsted Hosiery Co.....	Brick	3	45 x 100	15,000 00
	Same.....	Brick	4	35 x 90	16,000 00
	American Thread Co....	Brick and Stone	3	76 x 223	65,000 00
Windham.....	Willimantic Machine Co.	Brick	3	58 x 226	27,000 00
	Smith & Winchester Manufacturing Co.....	Brick and Steel	3	{ 80 x 210 } { 50 x 90 }	30,200 00
	Windham Manufacturing Co.....	Brick	1	25 x 100	2,500 00
	Same.....	Brick	1 and 2	{ 40 x 40 } { 30 x 40 } { 20 x 40 }	10,500 00
	C. H. Dexter & Sons.....	Brick	1	26 x 24	1,500 00
Windsor Locks.	Medlicott Co.....	Brick, Concrete and Steel	2	54 x 54	20,000 00
Total.....					\$6,240,540'00

Part II.

Free Public Employment Bureaus.

- 1 RESULTS OF OPERATION.**
- 2 PRIVATE EMPLOYMENT BUREAUS.**
- 3 REPORT OF HARTFORD BUREAU.**
- 4 REPORT OF BRIDGEPORT BUREAU.**
- 5 REPORT OF NEW HAVEN BUREAU.**
- 6 REPORT OF WATERBURY BUREAU.**
- 7 REPORT OF NORWICH BUREAU.**
- 8 TABULATED SUMMARIES.**
- 9 NATIONALITY OF PERSONS SUPPLIED WITH SITUATIONS.**
- 10 OCCUPATIONS OF PERSONS SUPPLIED WITH SITUATIONS.**



FREE PUBLIC EMPLOYMENT BUREAUS.

For a period of one hundred and thirteen months the five free employment offices, which were opened July 1, 1901, have been in successful operation. The locations of these bureaus, conducted by the state and supervised by this department, are given below, together with the names of the superintendents of each:

Hartford—Jordan C. Wells, superintendent, No. 135 Trumbull street; Bridgeport—Charles Keller, superintendent, No. 60 Cannon street; New Haven—Walter E. Comstock, superintendent, No. 39 Church street; Waterbury—George C. Minor, superintendent, No. 36 North Main street; Norwich—Stephen H. Reeves, superintendent, No. 43 Broadway.

These offices have passed the experimental stage and are recognized by employers of labor and employes as a necessity, taking precedence over private agencies.

Special efforts have been made to supply the demand for farm help during the busier season of the year, but, although successful to a certain extent, it has been found the class of help obtainable is inadequate to fulfil the duties required of them. This is particularly noticeable in regard to help required for labor in the dairying industry.

In the tobacco season, it has been found that the class of help required is difficult to be had in sufficient numbers to supply the demand, although the past year has shown a slight improvement over previous years.

The superintendents of the various offices have experienced the usual difficulty in securing domestic help for situations in the smaller towns. The principal reason given being the objection to leaving the more populous communities.

It will be noticed upon examination of the tables that the offices have been enabled to supply the growing demand for skilled help. This is most gratifying to record and it is in evidence that employers of experienced mechanics have arrived at the conclusion that the free employment bureaus are so conducted as to be enabled to supply their needs in a satisfactory manner.

It is not inappropriate to take occasion at this time to express to the several superintendents an appreciation of the very efficient and masterly way the affairs of their respective offices have been conducted. While the labor attending the operation of the offices has been materially increased during the past year by the adoption of the card system, heretofore referred to, the managers have shown a disposition to so conduct the business as to secure the best results, which is most gratifying.

It will be remembered that in Bulletin No. 3, issued by this bureau in 1909, there appeared a brief description of a system then adopted and now in use, which has given evidence of improved service. While it is true that the number of situations secured for applicants during the year 1910, as shown by the records, was less than during the corresponding period of 1909, yet the method by which knowledge was obtained that the positions were actually filled was much more authentic and satisfactory than in previous years. Concretely stated, there were 1,357 or 14.3 per cent. less situations secured through the medium of the various offices during the year last past than during the corresponding period of 1909. The element of uncertainty, however, which obtained in previous years, relative to the actual filling and acceptance of situations, has, by the system now in use, been practically eliminated.

Comparisons of the business transacted in the various offices in 1910 with data relating to the year 1909, shows by the records that the number of persons applying for employment in 1910 was 10 per cent. less than in 1909, the applications for help was 4.2 per cent. less in 1910 than in 1909 and that the number of situations secured was 14.3 per cent. less in 1910 than in 1909.

Divided as to sex, the records show that the number of males applying for employment was 124 or 1.9 per cent. more in 1910

than in 1909, and that the number of females applying for employment was 1,569 or 20.1 per cent. less in 1910 than in 1909.

Relative to applications received for help in the various offices the records exhibit the information that there were 556 or 13 per cent. more applications for male help during the year 1910 than in 1909 and 1,043 or 14.7 per cent. less applications for female help in 1910 than in 1909.

The figures relating to situations secured develop the information that there were 142 or 4 per cent. more positions provided for male applicants for work in 1910 than in 1909 while the number of females supplied with situations was 1,499 or 26.4 per cent. less in 1910 than during the year 1909.

The average number of situations secured per month for the applicants for the entire period of one hundred and thirteen months during which the offices have been in operation is 708, of which 270 were males and 438 were females.

During the year last past, that of 1910, the average number of situations secured was 677 per month, of which 329 were males and 348 were females. The monthly average for 1909 was 790, of which 317 were males and 473 were females; in 1908. the monthly average was 675, of which 214 were males and 461 were females.

During 1907 the monthly average was 778, of which 331 were males and 447 were females. The monthly average for 1906 was 315 males and 465 females, a total average of 780 persons, for whom situations had been secured.

In 1905 the average number of situations secured per month was 725, of which 250 were males and 475 were females.

During 1904 the monthly average was 656, of which 209 were males and 447 were females.

In 1903 the average number was 682, of which 251 were males and 431 were females.

During 1902 the monthly average was 640, of which 239 were males and 401 were females, and in 1901 (five months only) the average per month was 628, of which 217 were males and 411 were females.

The table which appears at the close of this chapter gives in detail the various occupations of those for whom situations have been secured; a brief division, however, is not out of place here.

At the Hartford office, of the 1,131 males supplied with situations 662, or about 60 per cent. were employed as Farm and Tobacco Hands, nearly 25 per cent. were classified as Laborers, Drivers, Kitchen Men and Gardeners, the remaining 15 per cent. being made up of Clerks, Machinists, Painters, Shop Hands and Miscellaneous occupations.

Of the 892 females which were furnished employment at the Hartford office 509, or 57 per cent. were Cooks, Housekeepers, General Housework, Second Girls and Kitchen Help. About 23 per cent. were engaged as Laundresses and Waitresses, the remaining 20 per cent. being classified as Clerks, Nurses, Nurse Girls, Pantry Maids, Seamstresses, Scrub Women, Shop Hands and Miscellaneous occupations.

At the Bridgeport office, of the 846 males for whom situations were secured, 308, or practically 36 per cent. were Farm Hands, about an equal proportion were engaged as Laborers, Day Workers, Kitchen Men and Teamsters, while the remaining 28 per cent. were classified as Gardeners, Cooks, Machinists, Shop Hands, Porters, Coachmen and Miscellaneous occupations.

Of the 1,616 females supplied with situations, 459, or about 28 per cent. were classified as Housekeepers and General Housework Girls, 20 per cent. were classified as Cooks, Laundresses and Waitresses, 38 per cent. of the number were engaged as Day Workers, Kitchen Help and Second Girls, the remaining 14 per cent. being made up of Chambermaids, Nurses, Nurse Girls, Shop Hands, Washerwomen, Scrub Women and Miscellaneous occupations.

At the New Haven office, of the 1,063 males for whom situations were secured, 146, or about 14 per cent. were Farm Hands, practically 46 per cent. were classified as Laborers, 16 per cent. were engaged as Hostlers and Stablemen, the remaining 24 per cent. being placed as to occupation as Bell Boys, Cooks, Hospital Orderlies, Kitchen Men, Porters, Shop Hands, Waiters and Miscellaneous occupations.

Of the 520 females supplied with situations, 256 or about 50 per cent. were classified as General Housework Girls, 30 per cent. were classified as Cooks, Laundresses and Waitresses, the remaining 20 per cent. being made up of Chambermaids, Kitchen Help, Shop Hands and Miscellaneous occupations.

At the Waterbury office, of the 760 males for whom situations were secured, 189, or about 25 per cent. were Farm Hands, 37 per cent. were Machinists, Tool Makers, Machine and Shop Hands, the remaining 38 per cent. were engaged as Blacksmiths, Carpenters, Clerks, Cooks, Kitchen Men, Laborers, Porters and Miscellaneous occupations.

Of the 1,034 females supplied with situations, 362 or 35 per cent. were employed as Housekeepers or at General Housework, 18 per cent. were engaged as Chambermaids, Clerks, Laundresses, Second Girls, Nurses and Waitresses, 38 per cent. of the whole number were placed in positions at day or temporary work, the remaining 9 per cent. being classified as Kitchen Help and Miscellaneous occupations.

At the Norwich office, of the 147 males supplied with situations, 26 per cent. were classified as Laborers, 12 per cent. were engaged as Farm Hands, the remaining 62 per cent. being classified as Apprentices, Bell Boys, Canvassers, Coachmen, Cooks, Engineers, Grinders, Lathe Hands, Machine Hands, Weavers and Miscellaneous occupations.

Of the 117 females to whom employment was furnished 53 per cent. were engaged as General Housework Girls, 20 per cent. were employed as Chambermaids, Laundresses, Nurse Girls, Second Girls and Waitresses, the remaining 27 per cent. being classified as Cooks, Day Workers, Demonstrators, Kitchen Help, Seamstresses and Miscellaneous occupations.

NATIONALITY.

The statement of the number of situations furnished applicants shows that 3,947 males were supplied with employment. Of this number 37 per cent. were reported as being of American Nationality, 27 per cent. were given as of Irish extraction, 14 per cent. were reported as being of the Polish nationality, the na-

tionality of 6 per cent. was reported as being German, 3 per cent. were reported as being of Swedish birth, the same proportion were Lithuanians, the remaining 10 per cent. being given as of English, French, Hungarian, Italian, Jewish, Russian and other nationalities.

The number of females supplied with situations during the year was 4,179. The nationality of 29 per cent. of this number is reported as American; 40 per cent. as Irish; 9 per cent. as Polish; 5 per cent. as German; 4 per cent. as of the Colored race, the remaining 13 per cent. being given as of the Austrian, Canadian, Danish, English, French, Hungarian, Italian, Lithuanian, Russian, Scotch, Slavonian and other nationalities.

The experience during the year last past as regards the situations secured, divided as to sex, is somewhat changed from that of previous years. In past years positions have been furnished to a much larger proportion of females than to males than is the case in 1910.

During the year mentioned the situations secured was more evenly divided between the sexes than formerly.

Of the total number of persons for whom situations were secured during the year practically 51 per cent. were furnished to females and 49 per cent. to males.

In the matter of proportion of situations secured to applicants for employment during the year Waterbury leads the other offices, the reports from the Superintendent there showing that practically 73 per cent. of applicants for employment were supplied with situations; the Bridgeport office coming second, showing that about 63 per cent. of all applying had been furnished employment; New Haven, Hartford and Norwich following in the order named, with a record of 59 per cent., 58 per cent. and 57 per cent. of applicants for employment furnished with situations.

During the year ended November 30, 1910, the Waterbury office furnished help to 78 per cent. of all applying, the Bridgeport office furnished 77 per cent., Hartford 75 per cent., New Haven 73 per cent. and Norwich 49 per cent.

The number and location of private employment agencies licensed by this bureau and which are lawfully authorized to transact business in this state follows:

Hartford, 14; New Haven, 11; Bridgeport, 7; Stamford, 5; Meriden, 4; South Norwalk, 3; Waterbury, 3; Greenwich, 2; Ansonia, Danbury, New London, Norwalk and Norwich. one each. A total of fifty-four against fifty-one in 1908. forty-one in 1907, the same number in 1906, forty-three in 1905, forty-four in 1904, and forty-seven in 1903.

No complaint requiring prosecution under the statute regulating the conduct of these offices has been made to the bureau during the year.

A statement in detail of the business transacted during the past year and since the establishment of the offices follows:

REPORTS OF THE OFFICES.

HARTFORD, CONN., December 1, 1910.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Hartford Free Public Employment Bureau during the year ended November 30, 1910.

Very respectfully,

JORDAN C. WELLS, *Supt.*

HARTFORD.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1909.									
December	168	129	297	75	89	164	62	69	131
1910.									
January	128	120	248	80	108	188	65	74	139
February	136	116	252	85	101	186	77	70	147
March	223	128	351	139	125	264	112	86	198
April	210	118	328	283	135	418	143	89	232
May	198	127	325	126	108	234	106	76	182
June	168	149	317	133	118	251	112	86	198
July	158	113	271	108	89	197	93	69	162
August	145	120	265	126	75	201	97	55	152
September	142	147	289	111	120	231	91	77	168
October	133	146	279	88	93	181	81	73	154
November	169	127	296	101	83	184	92	68	160
Total (12 mos.)	1978	1540	3518	1455	1244	2699	1131	892	2023

Of the male applicants for employment 57.2 per cent. were supplied with situations, against 54.3 per cent. during the year 1909.

Of the female applicants for employment 57.9 per cent. were supplied with situations, against 60.5 per cent. during the year 1909.

Of all applicants for employment 57.5 per cent. were supplied with situations, against 57.3 per cent. during the year 1909.

Of the total number applying 75 per cent. were furnished with help against 84.2 per cent. during the year 1909.

BRIDGEPORT, CONN., December 1, 1910.

HON. WM. H. SCOVILLE,

Commissioner of Labor,

Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Bridgeport Free Public Employment Bureau during the year ended November 30, 1910.

Very respectfully,

CHARLES KELLER, *Supt.*

BRIDGEPORT.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1909.									
December	92	150	242	66	144	210	48	111	159
1910.									
January	124	189	313	66	156	222	50	128	178
February	90	145	235	48	135	178	34	97	131
March	143	193	336	114	182	296	99	122	221
April	194	230	424	155	231	386	127	170	297
May	181	257	438	117	237	354	104	179	283
June	125	227	352	96	219	315	81	163	244
July	118	206	324	85	189	274	66	138	204
August	209	190	399	91	165	256	73	123	196
September	101	217	318	78	196	274	63	152	215
October	98	180	278	70	183	253	60	130	190
November	71	155	226	47	135	182	41	93	134
Total (12 mos.)	1546	2339	3885	1028	2172	3200	846	1616	2462

Of the male applicants for employment 54.7 per cent. were supplied with situations, against 60.9 per cent. during the year 1909.

Of the female applicants for employment 69.1 per cent. were supplied with situations, against 85.7 per cent. during the year 1909.

Of all applicants for employment 63.4 per cent. were supplied with situations, against 76.3 per cent. during the year 1909.

Of the total number applying 76.9 per cent. were furnished with help against 83.4 per cent. during the year 1909.

NEW HAVEN, CONN., December 1, 1910.

HON. WM. H. SCOVILLE,
 Commissioner of Labor,
 Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the New Haven Free Public Employment Bureau during the year ended November 30, 1910.

Very respectfully,

WALTER E. COMSTOCK, *Supt.*

NEW HAVEN.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1909.									
December	144	78	222	61	65	126	57	45	102
1910.									
January	218	78	296	171	60	231	162	37	199
February	136	73	209	62	60	122	51	37	88
March	148	81	229	97	55	152	78	36	114
April	168	58	226	168	80	248	123	50	173
May	150	71	221	139	89	228	103	45	148
June	158	64	222	100	78	178	84	43	127
July	150	76	226	95	86	181	90	42	132
August	133	59	192	80	54	134	74	29	103
September	117	94	211	78	123	201	73	65	138
October	136	76	212	96	74	170	85	40	125
November	156	76	232	95	89	184	83	51	134
Total (12 mos.)	1814	884	2698	1242	913	2155	1063	520	1583

Of the male applicants for employment 58.6 per cent. were supplied with situations, against 68.3 per cent. during the year 1909.

Of the female applicants for employment 58.8 per cent. were supplied with situations, against 78.9 per cent. during the year 1909.

Of all applicants for employment 58.7 per cent. were supplied with situations, against 74.6 per cent. during the year 1909.

Of the total number applying 73.5 per cent. were furnished with help against 84.6 per cent. during the year 1909.

WATERBURY, CONN., December 1, 1910.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Waterbury Free Public Employment Bureau during the year ended November 30, 1910.

Very respectfully,

GEORGE C. MINOR, *Supt.*

WATERBURY.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1909.									
December	90	94	184	60	108	168	59	71	130
1910.									
January	106	118	224	66	133	199	59	105	164
February	80	105	185	41	122	163	42	81	123
March	130	90	220	88	121	209	78	75	153
April	121	115	236	92	134	226	87	96	183
May	100	119	219	80	141	221	75	102	177
June	96	112	208	75	145	220	62	95	157
July	91	105	196	78	94	172	74	77	151
August	76	128	204	61	118	179	54	91	145
September	86	129	215	67	135	202	65	98	163
October	90	97	187	65	119	184	59	73	132
November	74	91	165	52	117	169	46	70	116
Total (12 mos.)	1140	1303	2443	825	1487	2312	760	1034	1794

Of the male applicants for employment 66.7 per cent. were supplied with situations, against 68.3 per cent. during the year 1909.

Of the female applicants for employment 79.4 per cent. were supplied with situations, against 78.9 per cent. during the year 1909.

Of all applicants for employment 73.4 per cent. were supplied with situations, against 74.6 per cent. during the year 1909.

Of the total number applying 77.6 per cent. were furnished with help against 84.6 per cent. during the year 1909.

NORWICH, CONN., December 1, 1910.

HON. WM. H. SCOVILLE,
 Commissioner of Labor,
 Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Norwich Free Public Employment Bureau during the year ended November 30, 1910.

Very respectfully,

STEPHEN H. REEVES, *Supt.*

NORWICH.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1909.									
December	49	13	62	35	14	49	16	9	25
1910.									
January	25	10	35	18	12	30	12	8	20
February	20	13	33	6	18	24	6	13	19
March	30	14	44	11	24	35	10	13	23
April	20	12	32	15	23	38	11	8	19
May	38	16	54	35	25	60	18	8	26
June	26	9	35	40	17	57	21	4	25
July	26	10	36	69	20	89	16	7	23
August	16	14	30	14	25	39	7	12	19
September	17	18	35	14	37	51	10	15	25
October	17	18	35	17	25	42	12	9	21
November	14	14	28	9	19	28	8	11	19
Total (12 mos.)	298	161	459	283	259	542	147	117	264

Of the male applicants for employment 49.3 per cent. were supplied with situations, against 46.1 per cent. during the year 1909.

Of the female applicants for employment 72.7 per cent. were supplied with situations, against 85.2 per cent. during the year 1909.

Of all applicants for employment 57.5 per cent. were supplied with situations, against 62.5 per cent. during the year 1909.

Of the total number applying 48.7 per cent. were furnished with help against 75.9 per cent. during the year 1909.

RESULT OF OPERATION OF FIVE OFFICES FOR YEAR ENDED NOVEMBER 30, 1910.

	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Hartford	1978	1540	3518	1455	1244	2699	1131	892	2023
Bridgeport	1546	2339	3885	1028	2172	3200	846	1616	2462
New Haven	1814	884	2698	1242	913	2155	1063	520	1583
Waterbury	1140	1303	2443	825	1487	2312	760	1034	1794
Norwich	298	161	459	283	259	542	147	117	264
Total	6776	6227	13003	4833	6075	10908	3947	4179	8126

Of the male applicants for employment 53.2 per cent. were supplied with situations, against 57.2 per cent. during the year 1909.

Of the female applicants for employment 67.1 per cent. were supplied with situations, against 72.8 per cent. during the year 1909.

Of all applicants for employment 62.5 per cent. were supplied with situations, against 65.6 per cent. during the year 1909.

Of the total number applying 74.5 per cent. were furnished with help against 33.2 per cent. during the year 1909.

GRAND TOTAL OF FIVE OFFICES FOR 113 MONTHS.

	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Hartford	21826	19807	41632	13454	17470	30924	12084	13046	25130
Bridgeport	8974	20904	29878	7065	21332	28397	6152	16487	22639
New Haven	13338	11748	25086	6732	10368	17100	6059	8057	14116
Waterbury	7358	12084	19442	5340	12291	17631	4938	9641	14579
Norwich	2817	2723	5540	1486	2968	4454	1299	2209	3508
Total	54312	67266	121578	34077	64429	98506	30532	49440	79972

Since July 1, 1901, when the offices were first instituted, situations have been secured for 56.1 per cent. of the males, 73.4 per cent. of the females, and 65.8 per cent. of all applicants for employment.

During the same period help has been furnished to 31.2 per cent. of all applicants for the same.

DETAILED STATEMENT BY OCCUPATION.

SITUATIONS SECURED—ALL OFFICES.

OCCUPATION—MALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
Apprentices,	..	3	..	..	4	Lathe Hands,	..	..	..	..	7
Attendants,	3	..	..	..	..	Laundry Men,	..	..	..	1	..
Bakers,	..	..	..	1	..	Machinists,	19	31	4	19	7
Bartenders,	..	1	..	..	..	Machine Hands,	6	..	..	20	9
Bellboys,	9	..	11	..	2	Masons,	2	..	..	3	..
Blacksmiths,	1	3	..	15	..	Meat Cutters,	1	..	..	..	1
Boys,	13	14	48	1	4	Millwrights,	..	..	..	..	3
Bookkeepers,	1	..	..	..	1	Miscellaneous,	1	53	1	..	2
Bookbinders,	1	..	..	..	..	Musician,	1	..	..	..	..
Brass Molders,	1	1	1	..	..	Nurses,	..	..	1	..	..
Brass Rollers,	..	..	..	1	..	Paperhangers,	..	..	..	..	1
Buffers,	..	1	..	2	..	Painters,..	14	1	..	1	1
Butchers,	..	1	..	..	..	Patternmakers,	1	..	..	..	..
Butlers,	3	1	..	..	..	Platers,	..	..	..	1	..
Canvassers,	2	5	1	..	7	Plumbers,	1	..	..	2	2
Carpenters,	3	2	1	3	..	Polishers,	1	..	..	1	..
Chauffeurs,	..	..	..	2	..	Porters,	7	14	23	5	1
Chefs,	1	..	..	3	..	Poultrykeepers,	6	..	..	..	..
Clerks,	11	5	2	4	1	Press hands,	..	..	..	2	..
Coachmen,	3	5	..	..	3	Printers,	1	..	..	1	..
Cooks,	6	16	36	20	4	Salesmen,	..	..	..	1	1
Coremakers,	..	..	..	1	..	Shop hands,	33	27	..	223	..
Day Workers,	2	71	..	..	..	Spinners (cotton)..	..	..	..	..	1
Drivers,	50	..	..	..	..	Store hands,	2	..	..	..	..
Electricians,	5	..	..	1	1	Tailors,	..	..	..	..	1
Elevator Men,	3	5	..	..	1	Teamsters,	..	7	..	85	2
Engineers,	..	4	..	..	3	Tile setters,	1	..	..	..	..
Enumerators,	3	..	..	..	..	Tinsmiths,	..	..	..	1	..
Farm Hands,	550	308	146	139	13	Tobacco hands,	112	..	..	..	..
Firemen,	9	1	3	6	..	Tool makers,	..	..	..	17	..
Foremen,	..	..	1	..	..	Walters,	6	11	2	3	1
Gardeners,	34	16	6	..	..	Watchmen,	..	..	1	2	..
Grinders,	..	..	..	..	5	Weavers,	..	..	..	1	8
Hospital Orderlies	3	2	33	1	1	Wood choppers,	..	6	..	1	..
Hostlers,	7	2	174	3	..	Wood sawyers,	4	..	..	..	..
Hotel Workers,	..	..	..	..	1	Wood turners,	..	..	..	2	..
Janitors,	4	7	2	9	2		—	—	—	—	—
Kitchen Men,	30	41	66	39	3						
Laborers,	154	181	490	62	39						
							1131	846	1063	760	147

DETAILED STATEMENT BY OCCUPATION.

SITUATIONS SECURED—ALL OFFICES.

OCCUPATION—FEMALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
Att'd'ts for chil'n,	2	..	..	..	..	Miscellaneous,	..	9	..	..	1
Bookbinders,	3	..	..	..	..	Nurses,	7	5	..	2	..
Bookkeepers,	1	..	..	..	..	Nurse girls,	6	33	2	33	5
Canvassers,	..	..	..	..	1	Pantry maids,	9	..	..	..	..
Chambermaids,	..	66	45	13	2	Salesladies,	..	2	..	..	1
Clerks,	6	..	1	..	..	Seamstresses,	8	..	..	..	3
Companions,	2	..	..	..	..	Second girls,	37	53	..	30	10
Cooks,	45	106	28	45	7	Scrub women,	86	35	..	..	..
Day workers,	2	452	..	403	8	Shop hands,	34	53	11	13	..
Demonstrators,	..	..	..	..	2	Store work,	2	10	..	..	..
Dish washers,	..	..	..	..	1	Tobacco hands,	6	..	..	..	..
Enumerators,	2	..	..	..	..	Waitresses,	55	113	75	41	1
Gen. housework,	26	443	256	330	62	Washerwomen,	..	13	..	..	..
Housekeepers,	17	16	..	32	2	Weavers,	..	..	..	..	2
Kitchen help,	84	109	52	60	4						
Laundresses,	152	98	49	33	5						
							892	1616	520	1034	117

DETAILED STATEMENT BY NATIONALITIES.

SITUATIONS SECURED—ALL OFFICES.

NATIONALITY—MALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
American,	520	279	363	205	91	Italian,	18	15	3	37	2
Austrian,	5	..	..	7	..	Jewish,	3	..	13	6	..
Belgian,	..	..	..	5	..	Lithuanian,	38	38	..	34	..
Bohemian,	2	..	..	..	..	Norwegian,	..	..	4	..	..
Canadian,	11	..	..	..	8	Polish,	184	152	160	46	13
Colored (Amer.)	15	3	21	13	11	Russian,	16	..	..	14	..
Danish,	8	9	..	1	1	Scotch,	3	..	..	3	1
English,	13	..	..	13	5	Slavonian,	..	30	..	1	..
French,	10	..	1	20	3	Swedish,	69	13	23	17	2
German,	93	7	63	49	7	Swiss,	..	..	..	2	..
Greek,	..	1	..	3	1	Syrian,	..	..	..	2	..
Hungarian,	..	37	..	..	..		—	—	—	—	—
Irish,	123	262	415	282	2		1131	846	1063	760	147

DETAILED STATEMENT BY NATIONALITIES.

SITUATIONS SECURED—ALL OFFICES.

NATIONALITY—FEMALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
American,	410	465	154	104	77	Italian,	1	..	..	3	..
Austrian,	3	..	2	4	..	Lithuanian,	47	19	..	35	..
Canadian,	18	..	..	..	3	Polish,	133	161	50	36	..
Colored (Amer.)	21	88	17	17	10	Russian,	2	..	..	12	..
Danish,	2	5	..	..	..	Scotch,	3	2	..	46	3
English,	7	4	..	8	1	Slavonian,	..	60	..	1	..
French,	7	..	..	15	4	Swedish,	13	64	4	20	..
German,	52	69	22	67	..		—	—	—	—	—
Hungarian,	3	121	..	..	..		892	1616	520	1034	117
Irish,	170	558	271	666	19						

FREE EMPLOYMENT BUREAUS—PERCENTAGES BY MONTHS—1910.

SHOWING RATIO OF SITUATIONS SECURED TO APPLICATIONS FOR
EMPLOYMENT—MALES.

	Dec. '09	Jan. 1910	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.
Hartford office	36.9	50.3	56.6	50.2	68.6	53.5	66.7	53.9	66.9	65.0	60.9	54.4
New Haven office	39.6	74.3	37.5	52.7	73.3	63.7	53.2	60.0	55.6	62.4	62.5	53.2
Bridgeport office	52.2	40.3	37.3	69.2	65.5	57.5	64.8	55.9	34.9	62.4	61.2	57.7
Waterbury office	65.6	55.7	52.5	60.0	71.9	75.0	64.6	81.3	71.1	75.6	65.6	62.2
Norwich office	32.7	48.0	30.0	33.3	55.0	47.4	30.8	61.5	43.7	53.8	70.0	57.1
Average	44.6	57.9	45.5	55.9	69.1	60.9	62.3	62.4	52.7	65.2	62.7	55.3

SHOWING RATIO OF SITUATIONS SECURED TO APPLICATIONS FOR
EMPLOYMENT—FEMALES.

	Dec. '09	Jan. 1910	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.
Hartford office	53.5	61.7	60.3	67.2	75.4	59.3	57.7	61.1	45.3	52.4	50.0	53.5
New Haven office	57.7	48.7	50.7	44.4	86.2	63.4	67.2	55.3	49.2	69.1	52.6	67.9
Bridgeport office	74.0	67.7	66.9	63.4	73.9	69.6	71.8	67.0	64.7	70.0	72.2	60.0
Waterbury office	75.5	39.0	77.1	33.3	83.5	85.7	34.8	72.4	71.1	76.0	75.3	76.9
Norwich office	69.2	30.0	100.0	92.9	66.7	50.0	44.4	70.0	85.7	33.3	50.0	73.6
Average	65.7	63.3	65.9	67.6	77.5	69.5	69.7	65.1	60.7	67.3	62.9	63.3

SHOWING RATIO OF EMPLOYES FURNISHED TO APPLICANTS FOR
HELP—MALES.

	Dec. '09	Jan. 1910	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.
Hartford office	82.7	81.2	90.6	80.6	50.9	84.1	84.2	86.1	77.0	82.0	92.0	91.1
New Haven office	92.4	94.7	82.3	80.4	72.8	74.1	84.0	94.7	92.5	92.6	88.5	87.4
Bridgeport office	72.7	75.8	79.1	86.8	81.9	88.9	84.6	77.6	80.2	80.8	85.7	87.3
Waterbury office	98.3	89.4	100.0	88.6	94.6	93.7	82.7	94.9	88.5	96.0	90.8	88.5
Norwich office	45.7	66.7	100.0	90.9	73.3	51.4	52.5	23.2	50.0	71.4	70.6	88.9
Average	81.5	86.8	88.6	84.0	69.1	81.7	81.1	77.9	82.0	86.3	83.4	83.8

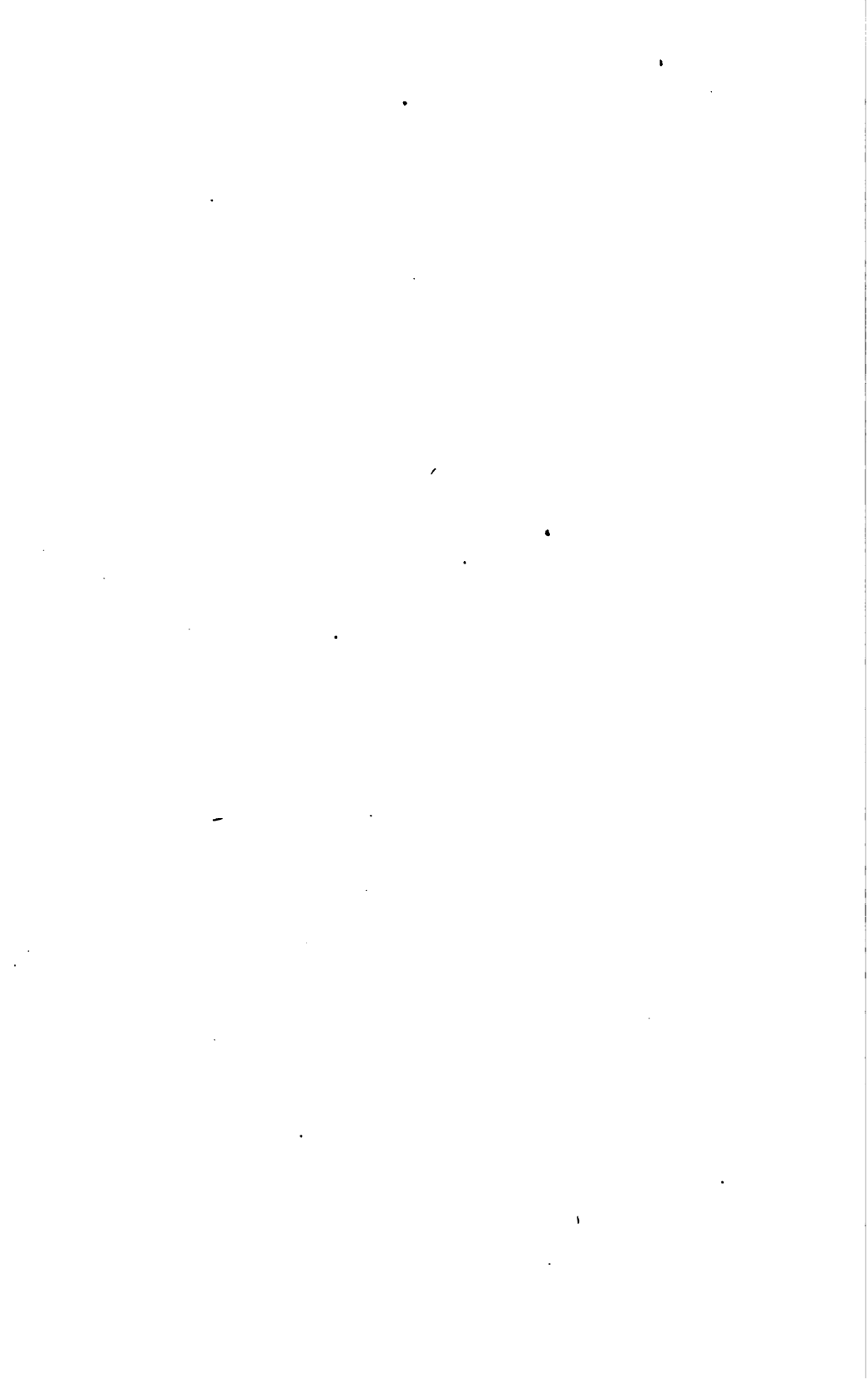
SHOWING RATIO OF EMPLOYES FURNISHED TO APPLICANTS FOR
HELP—FEMALES.

	Dec. '09	Jan. 1910	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.
Hartford office	77.5	68.5	69.3	68.8	65.9	70.4	72.9	77.5	73.3	64.2	78.5	81.9
New Haven office	69.2	61.7	61.7	65.5	62.5	50.6	55.1	48.8	52.7	52.3	54.1	57.3
Bridgeport office	77.1	82.1	71.9	72.5	73.6	75.5	74.4	73.0	74.5	77.6	71.0	68.9
Waterbury office	65.7	79.0	66.4	62.0	71.6	72.3	65.5	80.9	77.1	72.6	61.3	59.8
Norwich office	64.3	66.7	72.2	54.2	34.3	32.0	23.5	35.0	48.0	40.5	26.0	57.9
Average	72.6	75.1	68.3	67.5	63.5	63.3	67.9	69.5	70.9	66.6	65.8	64.1

Part III.

Child Labor.

- 1 PROHIBITED EMPLOYMENT.**
- 2 HOURS OF LABOR.**
- 3 WORKING PAPERS.**
- 4 COMPULSORY EDUCATION.**



CHILD LABOR.

Published by permission of the American Association for Labor Legislation, with Introductory Note by John B. Andrews.

INTRODUCTORY NOTE.

Long ago it was recognized in this country that the causes and the results of problems demanding labor legislation are largely national in character. More recently the international aspects of the subject have attracted attention. This summary of existing child labor laws in the United States was undertaken in an effort to furnish information called for by the International Association for Labor Legislation. The study, however, developed beyond the bounds originally intended as its limits, and the result is now furnished to our members in the hope that it may, in harmony with the aims of our Association, "facilitate the study" and "provide information on the subject" for those who recognize the need of greater care and greater uniformity in labor legislation.

In the preparation of this summary of "Child Labor" laws, Miss Laura Scott, Chief Clerk of the Wisconsin Legislative Reference Department, has won exceptional praise for her invaluable co-operation in the compilation of material and in the final verification of data.

The object has been to devise a method of comparative statement which shall be complete and can be brought down to date in our "Review of Labor Legislation of 1910," immediately after the State Legislatures have adjourned. Every effort has been made to attain accuracy and the proof has had careful revision by the chiefs of state labor bureaus.

The magnitude of the task of the American student of labor legislation, dealing with fifty sovereign states, compared with

the task in foreign lands where one set of regulations serves for a whole nation, is strikingly shown in this marvelously expanding field of child labor laws.

JOHN B. ANDREWS, SECRETARY,

American Association for Labor Legislation.

GENERAL INTRODUCTION.

The following tabulations have been prepared for the purpose of showing in a concise and comprehensive form a comparative compilation of the essential provisions of the laws regulating the labor of children. The study includes the Acts of the Sessions of 1909, and is divided into four parts:

Part I, relating to Prohibited Employment, gives the ages at which employment is unlawful and in what establishments or occupations such employment is forbidden, together with the penalty for violation.

The "groups" under each state have been classified so as to bring together in one group all establishments and occupations subject to the same age and penalty regulations. Establishments and occupations are arranged alphabetically within each group.

Part II, Hours of Labor, gives the maximum hours allowed per day and per week, the prohibition of night work and the establishment or occupations to which the law applies, together with penalty for violation. This table does not cover regulations as to hours of labor for women.

Part III, relating to Working Papers, gives the names of the various permits, certificates, and proofs required. Part I, Prohibited Employment, shows in what instances these papers are required.

Part IV gives the Compulsory Education age and period, the exemptions, the educational requirements for employment, and the penalty for violation. In many of the states the educational requirements for employment as given in the School Laws conflict with the provisions of the Child Labor law. This will appear especially in comparing Parts I and IV.

PROHIBITED EMPLOYMENT.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Alabama. Laws, 1909, No. 107.	<i>Group 1.</i> Factory, manufactur- ing, (anything injur- ious to health where carried on indoors; binding, clothing, cot- ton, glass, printing, to- bacco, wool), mill.	Under 12; 12-16 without age certificate and school attendance 8 weeks in every year of employment, 6 to be consecutive, 16-18 with- out age certificate.	\$50 to \$100. Second offense \$100 to \$500 and if natural person sent to hard labor for 6 months.
Political Code, 107, Sec. 1035.	<i>Group 2.</i> Mines.	Female; male under 14.	No special.
Arizona. Rev. Stat. 1901, Par. 2231 (As amended 107, C. 67, Sec. 2.) Laws, 1907, C. 13.	<i>Group 1.</i> Any. <i>Group 2.</i> Saloon.	Under 14 during school hours without proof that child is ex- cused from school at- tendance. Minors.	\$25 to \$100. \$50 to \$300 or 30 to 180 days, or both.
Arkansas. Laws, 1907, Act No. 456. Digest of 1904, Sec. 5343.	<i>Group 1.</i> Factory, manufactur- ing. <i>Exceptions:</i> Pres- ervation of fruit or vegetables during school vacation. <i>Group 2.</i> Mines.	Under 14 without age and dependency certi- ficate or schooling cer- tificates. 14 to 18 without age certificate provided child did not enter em- ployment under 14. 14 to 18 without age and schooling certi- ficate provided child did enter employment un- der 14. Over 18 without age certificate. Females, male under 14; male 14 to 16 with- out ability to read and write.	Not more than \$100. (Each day of continuous vio- lation a sepa- rate offense). No special.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Arkansas— Cont.	<i>Group 3.</i> Mines, in charge of engine lowering into or hoisting out men.	Female, male under 18.	No special.
Laws, 1909, C. 234. Certain coun- ties excepted. ¹	<i>Group 4.</i> Any occupation, fac- tory, mercantile estab- lishment, mine, work- shop.	8 to 16 during school hours, while school is in session without schooling certificate.	No special.
California. Laws, 1907, C. 322, 524. Laws, 1905, C. 18.	<i>Group 1.</i> Apartment house, ho- tel, laundry, manufac- turing, mercantile, mes- senger, office, place of amusement, restaurant, transmission of mer- chandise or messages, workshop, (<i>Exception:</i> Agricultural, domestic labor, horticultural, ² vi- vicultural, during other than school hours.)	Under 12; 12 to 14 without dependency permit from court dur- ing school term and va- cation permit from prin- cipal of school; 14 to 16 who cannot read and write without night school certificate.	\$50 to \$200 or not more than 60 days or both.
Laws, 1905, C. 568; 1901, C. 158.	<i>Group 2.</i> Acrobatic, immoral, mendicant.	Under 16.	\$50 to \$200 or 6 months, or both.
Colorado. Mills' Anno. St. 1891, Supp. 1904, Sec. 4047b, 4047c.	<i>Group 1.</i> Corporation, firm, personal.	Under 14 during school term without schooling certificate; 14 to 16 who cannot read and write without schooling certificate.	\$25 to \$100.
Mills' Anno. St. 1891, Supp. 1904, Sec. 2801h2	<i>Group 2.</i> Factory, mill, smelt- er, underground mine, underground works.	Under 14.	\$50 to \$500 and 30 days to 3 months.

¹Arkansas, Ashley, Baxter, Boone, Bradley, Calhoun, Clark, Chicot, Cleburne, Columbia, Conway, Crittenden, Cross, Dallas, Desha, Drew, Hempstead, Hot Springs, Howard, Izard, Jefferson, Lafayette, Lee, Lincoln, Little River, Logan, Lonoke, Marion, Miller, Mississippi, Monroe, Montgomery, Oauchita, Perry, Phillips, Pike, Poinsett, Polk, Pulaski, Saline, Searcy, Woodruff, Yell.

²Definition: Horticultural includes curing and drying but not the canning of all varieties of fruits.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Colorado— Cont. Mills' Anno. St. 1891, Supp. 1904, Sec. 1396a, 1396b.	<i>Group 3.</i> Railroads — telegraph operator to transmit or receive orders for movement of trains.	Under 18.	\$100 to \$1,000.
Mills' Anno. St. 1891, Supp. 1904, Secs. 409, 410, 411.	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 14.	First offense not more \$100, not more 3 mos. or both. Second of- fense not more \$200, not more 6 mos.
Connecticut. Gen. Stat. 1902, Secs. 2119, 2147.	<i>Group 1.</i> Any work.	Under 14 when school is in session; 14 to 16 who cannot read, with- out night school certi- ficate where there is night school.	\$20 per week of such illegal employment.
Gen. St. 1902, Sec. 2614.	<i>Group 2.</i> Elevator.	Under 16.	\$25.
Gen. St. 1902, Secs. 4704, 4705 (as amended, C. 115, Laws, 1905).	<i>Group 3.</i> Manufacturing.	Under 14; 14 to 16 without age certificate.	Not more than \$60. (Every week constituting a separate of- fense).
Gen. St. 1902, Sec. 2682.	<i>Group 4.</i> Saloon.	Any minor.	Revocation of license.
Gen. St. 1902, Sec. 1163.	<i>Group 5.</i> Acrobatic, immoral, mendicant.	Under 12.	Not more \$250, or not more 1 year.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Delaware. Laws, 1909. C. 121.	<i>Group 1.</i> Any gainful occupation. <i>Exceptions:</i> Agricultural, business, canning fruits, provisions or vegetables; manufacture of fruit or berry baskets; domestic service.	Under 14.	\$50 to \$100.
	<i>Group 2.</i> Establishments where manufacture of any kind of goods whatever is carried on, factory, workshop. <i>Exceptions:</i> Same as Group 1.	14 to 16 without age and schooling certificate, and medical certificate, if demanded.	\$50 to \$100.
	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 15.	\$20 to \$100.
District of Columbia. U. S. St. at Large, 60th Cong., C. 209, p. 420.	<i>Group 1.</i> Any business, any occupation during school hours; apartment house, bowling alley, bootblack stand, club, distribution of merchandise or messages, factory, hotel, laundry, mercantile establishment, restaurant, store, telegraph office, telephone office, transmission of merchandise or messages, workshop. <i>Exceptions:</i> U. S. Senate.	Under 12; 12 to 14 without dependency permit; 14 to 16 without schooling certificate (In exceptional cases schooling certificate may be waived by judge of juvenile court upon recommendation of school authorities).	Not more \$20 per day after notification.
	<i>Group 2.</i> Bootblackening, street trades.	Female under 16; male under 10; male 10 to 16 without permit and badge.	No special.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
District of Columbia Cont. Code, Sec. 814. (June 30, 1902.)	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 14.	Not more \$250, nor more 2 yrs., or both.
Florida. Gen. St. 1906, Sec. 3728.	<i>Group 1.</i> Any work.	Under 15 for more than 60 days without consent of parent or guardian.	Not more than \$20 or 60 days.
Acts, 1907, C. 5686.	<i>Group 2.</i> Barroom, beer garden, bowling alley, factory, mine, place of amusement where intoxicating liquors are sold, quarry, workshop. <i>Exception:</i> Household and agricultural work.	Under 12.	Parent not more than \$500, not more than 90 days or both. Employer not more \$1,000, not more 6 mos. or both. One day's illegal employment constitutes a violation.
Gen. St., 1906. Sec. 3237.	<i>Group 3.</i> Any reputable place not forbidden by group 2, hotel, laundry, mercantile, office, store. <i>Exception:</i> Household and agricultural.	Under 12 when school is in session; when school is not in session without an age, school- ing and medical certificate.	Same as above.
	<i>Group 4</i> Acrobatic, immoral, mendicant.	Under 14.	Not more \$500, nor more 6 mos.
Georgia. Gen. Code, 1895. Penal Code. Sec. 405.	<i>Group 1.</i> Barroom, other place where spirituous liquors are sold.	Any minor.	Misdemeanor.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Georgia—Cont. Acts, 1906. Act, No. 399.	<i>Group 2.</i> Factory, manufacturing.	Under 12 without dependency certificate; 12 to 14 without age and schooling certificate; 14 to 18 without age and schooling certificate provided employment was entered into under 14; 14 to 18 without age certificate provided employment was entered into over 14; over 18 without age certificate.	Misdemeanor.
Gen. Code, 1895, Penal, Sec. 706.	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 12.	Misdemeanor.
Idaho. Acts, 1907, p. 248.	<i>Group 1.</i> Any gainful occupation, apartment house, distribution of messages or merchandise, factory, hotel, laundry, messenger, mercantile, mine, restaurant, store, telephone office, telegraph office, transmission of messages or merchandise, workshop.	Under 12; 12 to 14 during school session; 14 to 16 without required school instructions.	Not more than \$50; \$5 to \$20 for each day after notice.
	<i>Group 2.</i> Bottling, brewery, establishment where intoxicating liquors are sold or prepared for sale, gambling houses, handling intoxicating liquors, house of prostitution, immoral place, saloon.	Any minor.	Not less than \$50 or not less than 2 months, or both.
Const. Art. 13, Sec. 4.	<i>Group 3.</i> Underground mine.	Under 14.	No special.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Illinois.	<i>Group 1.</i>		
Laws, 1903, p. 187.	Any work.	Under 14; 14 to 16 who can read and write, without age certificate; 14 to 16 who cannot read and write without age certificate and night school certificate if there is a night school held in such place.	Parent \$5 to \$25. Employer \$5 to \$100.
	<i>Group 2.</i>		
Laws, 1903, p. 187.	Bowling alley, concert halls, driver, elevators, (passenger or freight), factory, hotel, laundry, manufacturing, mercan- tile, messenger, office, place of amusement where intoxicating liq- uors are sold, store, theatre, workshop.	Under 14; 14 to 16 without age and school- ing certificate.	Parent \$5 to \$25. Employer \$25 to \$100.
	<i>Group 3.</i>		
Laws, 1903, p. 187.	Dangerous employ- ments. ¹	Under 16.	Parent \$5 to \$25. Employer \$25 to \$100.
	<i>Group 4.</i>		
Laws, 1905, p. 326.	Mines; any manual labor in or about.	Any female, male, un- der 16; male over 16 without age certificate.	No special.
	<i>Group 5.</i>		
Laws, 1903, p. 187.	Standing occupations.	Female under 16.	Same as Group 3.

¹Acids (using dangerous or poisonous), adjusting belts to machinery, any employment dangerous to life or injurious to health or morals, band saws, boring machinery, calender rolls in rubber manufacture, circular saws, cleaning machinery, colors (manufacturing of), concert halls where intoxicating liquors are sold, corrugating rolls such as are used in roofing factories, cracker machinery, dough brakes, emery wheels, freight elevators, grinding mill, immoral purposes (manufacture of goods for), iron straightening machinery, laundry machinery, messengers to houses of ill fame, mixing mill, oiling machinery, paints (manufacture of), passenger elevators, pin boys (in bowling alleys), place of amusement where intoxicating liquors are sold, polishing wheels for polishing metals, rolling mill machinery, punches or shears, sand paper polishing machines, sewing belts, stamping machinery (in nut factories, sheet metal manufacture, tin ware manufacture, washer and nut factories), steam boiler, steam generating apparatus, steam machinery, theater (where intoxicating liquors are sold), washing mill, white lead (manufacture of), wiping machinery, wire straightening machinery, wood jointers, wood planers, wood polishing machinery, wood shapers, wood turning machinery.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
Illinois—Cont. Starr & Cur- tis's Ann. St. of 1896, C. 38, Sec. 131.	<i>Group 6.</i> Acrobatic, immoral, mendicant.	Under 14.	No special.
Indiana. Anno. St. 1894, Rev. 1901, Secs. 7087b, 7087r.	<i>Group 1.</i> Bakery, laundry, man- ufacturing, mercantile, mine, printing, quarry. (Defined: Any fac- tory, mill, mine or oth- er establishment where goods, merchandise or wares are manufac- tured or offered for sale, or any place of trade, or quarry where coal or stone are mined or quarried for the market where persons are employed for hire).	Under 14; 14 to 16 who can read and write without age certificate; 14 to 16 who cannot read and write while school is in session.	No special.
Sec. 7087d.	<i>Group 2.</i> Elevators.	Under 18.	No special.
Sec. 7087i.	<i>Group 3.</i> Cleaning machines while in motion.	Female under 18, male under 16.	No special.
Act, 1905, C. 50.	<i>Group 4.</i> Mines.	Any female, male un- der 14.	No special.
Anno. St. 1894, Rev. of 1901, Secs. 2241-2243.	<i>Group 5.</i> Acrobatic, immoral.	Under 15.	\$10 to \$100, 30 days may be added.
	<i>Group 6.</i> Assignment house, brothel, obscene, illegal or indecent exhibition.	Under 21.	Same as above.
	<i>Group 7.</i> Begging, mendicant, musician.	Under 18.	\$5 to \$100, 30 days may be added.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Iowa. Laws, 1906, C. 103; 1909, C. 145.	<i>Group 1.</i> Factory, freight elevator, laundry, manufacturing, mercantile, mill, mine, packing house, passenger elevator, shop, slaughter house, store (where more than 8 people are employed.)	Under 14; (commissioner of labor may demand proof of age of any child employed.)	No more than \$100 or 60 days.
Code 1897, Supp. 1902, 4999b.	<i>Group 2.</i> Cleaning machinery in motion.	Under 16.	No more than \$100 or 60 days.
Code, 1897, Supp. 1902, 4999b.	<i>Group 3.</i> Dangerous machinery, depraving to morals, handling dynamite, explosives or gunpowder, injurious to health.	Male under 16, female under 18.	No more than \$100 or 60 days.
Laws, 1906, C. 103.	<i>Group 4.</i> Intoxicating liquors (where sold.)	Any female.	No more than \$100 or 60 days.
Kansas. Laws, 1905, C. 278.	<i>Group 4.</i> Dangerous to health, life, limb or morals.	Under 16.	\$25 to \$100, or 30 to 90 days.
Laws, 1909, C. 65.	<i>Group 2.</i> Elevator, factory, messenger, mine, packing house, theater, workshop.	Under 14; 14 to 16 without age certificate.	No special.
Gen. St. 1901, Sec. 2034.	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 14.	Not more \$250, or not more 1 yr. or both.
Laws, 1909, C. 65.	Any.	Under 14 when school is in session.	No special.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Kentucky. Laws, 1908, C. 66.	<i>Group 1.</i> Factory, mercantile, mine, workshop.	Under 14; 14 to 16 without employment certificate.	\$50; \$5 to \$20 for each day of employ- ment after no- tice.
	<i>Group 2.</i> Any (during school hours), apartment house, business office, factory, hotel, mercan- tile, messenger, mine, restaurant, store, tele- graph office, workshop.	Under 14.	\$50; \$5 to \$20 for each day of employ- ment after no- tice.
	<i>Group 3.</i> Dangerous or injur- ious to health or mor- als. (Decision of city health officer or county physicians final.) Dangerous occupa- tions.	Under 16.	First offense, \$25 to \$50; subsequent of- fenses 10 to 90 days, or \$50 to \$200, or both.
	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 16.	First offense, not more \$20 or not more 90 days, or both. Second of- fense, not more \$100 or not more 1 year or both.
Louisiana. Laws, 1908, C. 301. Acts, 1894, Act No. 43, p. 232.	<i>Group 1.</i> Cleaning any mill gearing or machinery.	Any minor.	\$25 to \$50, or 10 to 30 days or both.
	<i>Group 2.</i> Saloons.	Any female.	30 days—3 mos. and \$50 to \$100.

1Same as Illinois "Group 3."

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Louisiana— Cont. Laws, 1908, C. 301	<i>Group 3.</i> Bootblacking, bowling alley, concert hall, distributing messages or merchandise, dangerous occupations, dressmaking (more than 5 persons employed), elevators (freight or passenger), factory, laundry, manufacturing, mercantile (more than 5 persons employed), messengers, mill, millinery, mine, packing house, place of amusement where intoxicating liquors are sold, theater, unhealthful workshop.	Under 14; male 14 to 16 without age certificate; female 14 to 18 without age certificate.	\$25 to \$50, or 10 days to 6 mos., or both.
Acts, 1892, Act No. 59.	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 15.	\$10 to \$25, or not more than 30 days, or both.
Maine. Laws, 1909, C. 257.	<i>Group 1.</i> Manufacturing, mechanical. <i>Exception:</i> Place where materials and products are perishable; employment of children therein under supervision of inspector. <i>Group 2.</i> Business establishment, delivery of messages, (telephone or telegraph), manufacturing, mechanical, mercantile, telegraph office, telephone office, transmission of messages (telephone or telegraph during school hours.) <i>Exception:</i> Places where materials and products are perishable; employment of children therein under supervision of inspector.	Under 14, 14 to 16 without proof of age or age and schooling certificate. Under 14; 14 to 15 without age and schooling certificate.	\$1 to \$50, employer, parent. \$1 to \$50, employer, parent.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
Maine—Cont. Acts, 1905, C. 123.	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 16.	Not more \$100, or not more 60 days.
Maryland. Acts, 1906, C. 192.	<i>Group 1.</i> Any business, any es- tablishment, apartment house, factory, hotel, mill, office, restaurant, store, telegraph office, telephone, workshop. <i>Exception:</i> In counties from June 1 to Oct. 15, farm laborer.	Under 12; 12 to 16 without permit.	\$5 to \$50, \$5 to \$20 per day after notifica- tion.
Code of Public General Laws, 1903, Art. 27, Secs. 311, 312.	<i>Group 2.</i> Bottling intoxicating liquors, brewery, intox- icating liquors (hand- ling), handling pack- ages containing intoxi- cating liquors.	Under 16.	\$10 to \$100, or 5 to 30 days.
Code of Public General Laws, 1903, Art. 56, Sec. 97.	<i>Group 3.</i> Barroom.	Any minor.	Not over \$100.
Code of Public General Laws, 1903, Art. 27, Sec. 423.	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 16.	\$50 to \$250, or 30 days to 1 year, or both.
Massachusetts. Acts, 1906, C. 463, Pt. III. Sec. 89.	<i>Group 1.</i> Newsboys on street cars.	Under 10.	\$50.
Rev. Laws, 1902, C. 100, Secs. 60, 61.	<i>Group 2.</i> Barrooms, saloons (to serve liquors.)	Under 18.	\$100.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
Massachusetts —Cont. Rev. Laws, 1902, C. 100, Sec. 61.	<i>Group 3.</i> Handling packages containing intoxicating liquors, bottling estab- lishments, (intoxicating liquors), breweries. <i>Ex-</i> <i>ception:</i> Drug store.	Under 18.	Not less than \$50, or not less than 3 mos., or both.
Acts, 1909, C. 514, Sec. 74.	<i>Group 4.</i> Freight elevator, pas- senger elevator. (Speed of more than 100 feet per minute.) (Less speed.)	Under 18. Under 16.	\$25 to \$100.
Acts, 1909, C. 514, Sec. 75.	<i>Group 5.</i> Manufacture of acids which Board of Health has determined danger- ous or injurious to health.	Under 18.	\$100.
Acts, 1909, C. 514, Sec. 73.	<i>Group 6.</i> Cleaning machinery in motion by steam, water or other mechan- ical power or in dan- gerous proximity to moving machinery.	Under 14.	\$50 to \$100.
Acts, 1909, C. 514, Secs. 17, 56, 57, 58, 61.	<i>Group 7.</i> Factory. ¹ Mercantile. ² Workshop. ³ (See Footnotes on next page.)	Under 14; 14 to 16 without age and school- ing certificate; 14 to 18 who cannot read and write without evening school attendance cer- tificate or medical cer- tificate together with a working permit. Illiterates — Literacy defined: Ability to read and write as required for admission to 4th grade of the public schools of the city or town in which such minor lives.—Acts, 1909, C. 514, Sec. 56.	Not more than \$300, or 6 mos. Not more than \$20 to \$100 or 6 mos. if continued after notifica- tion. — Acts, 1909, C. 514, Sec. 61.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Massachusetts. —Cont. Actts, 1909. C. 514, Sec. 56,	<i>Group 8.</i> Any work not forbid- den in group 7.	Under 14 while school is in session.	No special.
Acts, 1909, C. 514, Sec. 76.	<i>Group 9.</i> Acrobatic, immoral, mendicant, exhibition of children.	Under 15.	Not more \$200, or not more 6 mos.
Michigan. Comp. Laws, 1897, Sec. 5361.	<i>Group 1.</i> Barroom, saloon.	Any female who is not the wife of bona fide member of the family of the proprietor.	\$50 and cost of prosecution, or not more than 30 days, or both.
Acts, 1905, No. 172.	<i>Group 2.</i> Emery belts, or wheels of any descrip- tion, either canvas, cot- ton, felt, leather, leath- er covered, paper, rolled or coated with corund- um, cotton, emery or wheels used as buffs.	No female.	No special.
Laws, 1909, No. 285.	<i>Group 3.</i> Concert hall, place of amusement, theater (where intoxicating liq- uors are sold.)	Under 21.	\$10 to \$100, or 10 to 90 days, or both.

1Factory shall mean any premises where steam, water or other mechanical power is used in aid of any manufacturing process there carried on.

2Mercantile establishments shall mean any premises used for the purposes of trade in the purchase or sale of any goods or merchandise, and any premises used for the purposes of a restaurant or for publicly providing and serving meals.

3Workshop shall mean any premises, room or place, which is not a factory as above defined, wherein manual labor is exercised by way of trade or for purposes of gain in or incidental to a process of making, altering, repairing, ornamenting, finishing or adapting for sale any article or part of an article, and to which or over which premises, room or place the employer of the persons working therein has the right of access or control; but the exercise of such manual labor in a private house or private room by the family dwelling therein or by any of them, or if a majority of the persons therein employed are members of such family, shall not of itself constitute such house or room a workshop within this definition.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
Michigan— Cont.	<i>Group 4.</i> Bowling alley, factory, freight elevator, hotel, laundry, manufacturing establishment, mercantile institution, messenger service, mine, office, passenger elevator, store, telegraph service, theater, workshop.	Under 14; 14 to 16 written permit.	\$10 to \$100, or 10 to 90 days, or both.
	<i>Group 5.</i> Brewery, cleaning moving machinery, dangerous to life or limb, depraving to morals, distillery, injurious to health, malt manufacture (packing, wrapping or bottling), alcoholic liquor manufacture packing, (wrapping or bottling.)	Male under 18; female under 21.	\$10 to \$100, or 10 to 90 days, or both.
	<i>Group 6.</i> Standing constantly.	Female.	\$10 to \$100, or 10 to 90 days, or both.
	<i>Group 7.</i> Tender of employment away from home.	Under 16 without consent of parents and truant officer or county agent of board of corrections and charities.	Not more than \$25; 10 to 60 days.
Compiled Laws of 1897, Sec. 5553.	<i>Group 8.</i> Acrobatic, immoral, mendicant.	Under 16.	Misdemeanor.
	Sale of immoral books or pamphlets.	Any minor.	

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
Minnesota. Laws, 1907, C. 299.	<i>Group 1.</i> Factory, mill, mine, workshop.	Under 14.	Not more than \$50, and \$5 to \$25 per day after noti- fication.
Laws, 1907, C. 299, Sec. 12.	<i>Group 2.</i> Any employment.	Under 14 when school is in session; 14 to 16 without an employment permit and medical cer- tificate if demanded.	Same as above.
Laws, 1907, C. 299, Secs. 11, 12.	<i>Group 3.</i> Same as Illinois, "Group 3."	Under 16.	Gross misde- meanor.
Rev. Laws, 1905, Sec. 4939.	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 18.	Not less \$50, not less 30 days, or both.
Laws, 1907, C. 290, Secs. 11, 12.	<i>Group 5.</i> Standing occupations.	Any female under 16.	Gross misde- meanor.
Mississippi. Laws, 1908, C. 99.	<i>Group 1.</i> Factory, manufactur- ing, (manufacturing or working in cotton, wool or other fabrics and where children are em- ployed indoors at work injurious to health or in operating dangerous machinery), mill.	Under 12; 12 to 16 without affidavit of age and school attendance.	\$50 to \$100, or 10 to 60 days, or both.
Missouri. Rev. St., Sec. 2185.	<i>Group 1.</i> Dramshop, place where intoxicating liquors are sold, saloon.	Any female who is not wife or daughter of owner.	3 to 12 mos., or \$50 to \$500, or both.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Missouri—Cont.			
Rev. St., 1899, Secs. 2189, 2190.	<i>Group 2.</i> Manufacturing, mechanical. (Where steam, water or other mechanical power is used or where such work in the opinion of two reputable physicians is dangerous to health of child).	Under 14.	\$10 to \$100, or 2 to 10 days, or both.
Rev. St., 1899, Secs. 6434, 6450.	<i>Group 3.</i> Cleaning moving machinery, between fixed and traversing parts while it is in motion by steam, water or other mechanical power.	Any minor.	1st offense, \$25 to \$100; subsequent offenses \$100 to \$500, or committed to jail until such fine is paid.
Rev. St., 1899, Sec. 8811, as amended, 1901, p. 211; 1905, p. 237.	<i>Group 4.</i> Mines.	Any female, male under 14; 14 to 16 who cannot read and write.	Misdemeanor.
Rev. St., 1899, Sec. 8822.	<i>Group 5.</i> Mines, engines hoisting out and lowering men into mines.	Under 18.	No special.
Acts, 1905, p. 146, Secs. 7, 8.	<i>Group 6.</i> Any occupation, factory, mercantile, mine, workshop (during school hours.)	Under 8; 8 to 14 without schooling certificate.	\$20 to \$50 and costs.
(Cities over 10,000.) Acts, 1907, p. 86.	<i>Group 7.</i> Any place of amusement (where intoxicating liquors are sold), any store, bowling alley, concert hall (where intoxicating liquors are sold), factory, laundry, manufacturing, mercantile, theatre (where intoxicating liquors are sold), workshop.	Under 14.	Parent \$10 to \$100, committed until fine is paid. Employer, \$25 to \$100, committed until fine and costs are paid.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Missouri—Cont.	<i>Group 8.</i> Bowling alley, concert hall, express service, factory, hotel, laundry, manufacturing establishment, mercantile establishment, messenger service, office, place of amusement, theatre, workshop.	Under 14; 14 to 16 without age certificate, and medical certificate if required by inspectors.	Same as above.
Acts, 1907, p. 86.	<i>Group 9.</i> Dangerous employments. (Same as Illinois, "Group 3.")	Under 16.	Parent, \$10 to \$100, committed until fine and costs are paid. Employer, \$25 to \$100, committed until fine and costs are paid.
St. Louis, Acts, 1907, p. 428.	<i>Group 10.</i> Any place, business house, factory, mine, place of amusement, workshop.	Under 14, 14 to 16 without age certificate.	\$20 to \$50.
St. Louis, Acts, 1907, p. 428.	<i>Group 11.</i> Any place, business house, factory, office, mine, place of amusement, workshop.	During school under 8; 8 to 14 without schooling certificate.	\$20 to \$50.
Acts, 1907, p. 86.	<i>Group 12.</i> Standing occupations.	Any female.	Parents \$10 to \$100.
Montana. Const. Art. XVIII, Sec. 3. Sec. 1921, as amended, 1903, C. 41.	<i>Group 1.</i> Underground mines.	Under 16.	No special.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
Montana— Cont.	<i>Group 2.</i> Any employment.	During school term under 16 without schooling certificate.	\$20 to \$50.
Laws, 1907, C. 99.	<i>Group 3.</i> Dangerous, detrimental to morals, factory, freight elevator, machinery, (where operated), messenger, mill, mine, passenger elevator, railroad (compressed air, hydraulic or steam), smelter, telegraph, telephone, unhealthy, workshop.	Under 16.	\$25 to \$50, or 30 days to 6 mos., or both.
Penal Code, 1895, Sec. 472.	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 16.	Misdemeanor.
Nebraska. Laws, 1907, C. 66.	<i>Group 1.</i> Any place.	During school hours under 14.	No more than \$50. Parent or employer, \$5 to \$20 per day for continued employment after notification.
	<i>Group 2.</i> Any place where intoxicating liquors are sold, bowling alley, concert hall, driver, factory, freight elevator, hotel, laundry, manufacturing establishment, mercantile establishment, messenger, office, passenger elevator, place of amusement, store, theater, workshop.	Under 14; 14 to 16 without employment certificate and medical certificate.	Same as above.
Nevada.			

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
New Hamp- shire. 1901, C. 61, Secs. 10, 11, 12.	<i>Group 1.</i> Manufacturing.	Under 12.	Not more than \$50.
	<i>Group 2.</i> Manufacturing, me- chanical, mercantile, oth- er employment.	During school under 14; 14 to 16 without schooling certificate; any minor who cannot read and write while a free public evening school is maintained without medical certi- ficate of inability to work and attend night school.	Employer \$50; parent \$20.
	<i>Group 3.</i> Barroom, selling or serving intoxicating liq- uors.	Any female; male under 21.	No special.
	<i>Group 4.</i> Acrobatic, immoral, mendicant.	Under 14.	Not more \$100, parent or employer.
New Jersey. 1904, C. 64, Sec. 7.	<i>Group 1.</i> Factory, manufacture of goods, mill, work- shop.	Under 14; 14 to 16 medical certificates may be demanded by in- spector of all minors.	\$50 parent or employer; \$25 if employed without medi- cal certificate after it is de- manded.
	<i>Group 2.</i> Cleaning moving ma- chinery, between fixed and traversing parts while in motion by ac- tion of steam, water or other mechanical pow- er.	Under 16.	Same as above.
	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 18.	Misdemeanor.
Acts, 1898, C. 235.			

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
New York. Laws, 1909, C. 409, Secs. 532, 533.	<i>Group 1.</i> Any business or service.	During school term under 14; 14 to 16 in cities of first and sec- ond class without em- ployment certificate or school certificate.	\$50; \$50 to \$200 for each subsequent of- fense.
Laws, 1909, C. 36, Art. 6, Sec. 70.	<i>Group 2.</i> Factory.	Under 14; 14 to 16 without employment certificate.	1st. \$20 to \$50. 2nd. \$50 to \$200 or not more 30 days, or both. 3rd. Not less \$250 or not more 60 days, or both.
1903, C. 84, 79.	<i>Group 3.</i> Elevators in factories.	Under 15; 15 to 18 at a greater speed than 200 feet per minute.	Same as above.
Laws, 1907, C. 299, Sec. 93.	<i>Group 4.</i> Cleaning moving ma- chinery.	Female under 21; male under 18.	Same as above.
Laws 1909, C. 299, Sec. 93.	<i>Group 5.</i> Dangerous employ- ment. ¹	Under 16.	Same as above.

¹Acids (preparing compositions in which dangerous or poisonous acids are used,) alcoholic liquors (manufacturing, packing, wrapping or bottling), band saws, belts to machinery (adjusting), breweries, burnishing machines in tannery or leather manufacture, calender rolls in rubber manufacture, circular saws, cleaning machinery, corrugating rolls (machinery used in), cracker machinery, cylinder printing presses having motive power other than foot, distillery, dough brakes, dry colors (manufacturing or packing), dynamite (manufacturing, packing or storing), explosives (manufacturing, packing or storing), grinding machinery, iron straightening machinery, job printing presses having motive power other than foot, laundry machinery, malt liquors (manufacturing, packing, wrapping or bottling), matches (dipping, dyeing or packing), mixing machinery, nitroglycerine (manufacturing, packing or storing), oiling machinery, paints (manufacturing or packing), paper lace machines, picker machines (for wool, cotton, hair or upholstery material), planers, powder (manufacturing, packing or storing), power punches or shears, red lead (manufacturing or packing), rolling mill machinery, sand paper, stamping machines used in sheet metal or tinware manufacture or in washer or nut factories, steam boilers, washing machinery, white lead (manufacturing or packing), wiping machinery, wood boring machinery, wood jointers, wood polishing machinery, wood shapers, wire straightening machinery, wood turning machines.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY
New York— Cont. Laws, 1909, C. 299.	<i>Group 6.</i> Operating or using (where articles of the baser metals or iridium are manufactured), abrasives, buffing wheels, carborundum, corundum, emery pol- ishing wheels, emery, rouge, stone, tripoli.	Male under 18; any female.	Same as above.
	<i>Group 7.</i> Elevator, freight or passenger.	Under 16.	Same as above.
	Elevator, freight or passenger (over 200 feet per minute).	Under 18.	Same as above.
	<i>Group 8.</i> Standing occupations.	Any female under 16.	Same as above.
	<i>Group 9.</i> Mines, quarry.	No female; no male under 16.	Not less \$50. or 1 year, or both.
	<i>Group 10.</i> Apartment house, bus- iness office, distribution of messages and mer- chandise, hotel, mercan- tile establishment, mes- senger, restaurant, tele- graph office, transmis- sion of messages or merchandise.	Under 14; 14 to 16 without employment certificate. (During va- cation, villages and cities of the third class.) Under 12; 12 to 16 who cannot read and write; over 12 who can read and write without vacation permit.	Same as "Group 9."
	<i>Group 11.</i> Selling magazines, newspapers, periodicals, (in any street or public place).	Female under 16; male under 10, male 10 to 14 without badge.	Child commit- ted to reforma- tory.
	<i>Group 12.</i> Telegraph operator on railroads.	Under 18.	Misdemeanor.
	Cities of the first or second class. Laws, 1909, C. 36, Art. 15, Secs. 221, 226.		
	Rev. St. 3d ed., 1901, C. 186, p. 3005.		

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
New York— Cont. Acts, 1903, C. 486. Rev. St., 1901, p. 428.	<i>Group 13.</i> Barrooms to give or sell liquors. <i>Group 14.</i> Acrobatic, immoral, mendicant.	Any female not a member of his family. Under 16.	Misdemeanor.
North Carolina. Revisal, 1905, Sec. 336a. Sec. 4931.	<i>Group 1.</i> Factory, manufac- turing establishment. <i>Exceptions:</i> Oyster canning and packing manufactories where said manufactories pay for opening or shocking oysters by the gallon or bushel. <i>Group 2.</i> Mines (where more than 10 men are em- ployed at the same time).	Under 12. Under 12.	Misdemeanor. No special.
1907, C. 463.	<i>Group 3.</i> Factory, manufacturing.	Under 12; 12 to 13 except as apprentices after attending school four months during the preceding twelve months.	At discretion of court.
North Dakota. Laws, 1909, C. 153.	<i>Group 1.</i> Factory, mercantile establishment, mine workshop. <i>Group 2.</i> Apartment house, business office, factory, hotel, mercantile estab- lishment, messengers, mine, restaurant, store, telegraph office, work- shop. <i>Group 3.</i> Any business or service.	Under 14; 14 to 16 without employment certificate. Under 14. Under 14 during the term of public school.	\$20 to \$50. Same as above. Same as above.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE	PENALTY
Ohio. ¹ 1908, p. 30-32.	<i>Group 1.</i> Apartment house, bakery, distribution of merchandise or mes- sages, factory, hotel, mercantile, messenger, office, business (tele- graph, telephone), oth- er establishments, res- taurant work, work- shop.	Under 14; 14 to 16 without age and school- ing certificate.	\$25 to \$50.
Bates' Ann. Ohio St., Sec. 302.	<i>Group 2.</i> Mines.	Under 15 during school; under 14 dur- ing vacation.	Same as above.
Laws, 1908, p. 30, 32.	<i>Group 3.</i> 2Dangerous occupations	Under 16.	Same as above.
Laws, 1908, p. 30-32.	<i>Group 4.</i> Standing occupations.	Any female.	Same as above.

¹Cincinnati, by ordinance, regulates newsboys and street traders similar to New York.

²Acids (using dangerous or poisonous) adjusting belts to machinery, alcoholic liquors (where manufactured, wrapped, bottled or packed), any employment dangerous to life or limb or injurious or depraving to health or morals, band saws, boring machinery, brewery, calender rolls in rubber manufacture, circular saws, cleaning machinery, colors (manufacture of), concert hall (where intoxicating liquors are sold), corrugating rolls (in roofing and washboard factories), cracker machinery, cylinder printing presses operated by other power than foot, distillery, dough brakes, drug store (where intoxicating liquors are sold), dynamite manufacture (storing or packing), emery wheels, explosives (manufacture, packing or storing), freight elevators, fuses (manufacture, packing or storing), grinding mills, hotel (where intoxicating liquors are sold), immoral purposes (manufacture of goods for), iron straightening machinery, job printing presses operated by other power than foot, laundry machinery, malt liquors (where manufactured, packed, wrapped or bottled), matches (dipping, dyeing or packing), messengers to houses of ill fame, mixing mills, nitroglycerine manufacture (packing or storing), oiling machinery, paints (manufacture of), passenger elevators, pin boys in bowling alleys, place of amusement (where intoxicating liquors are sold), polishing wheels for polishing metals, powder (manufacture, packing or storing), rolling mill machinery, rolling mill punches or shears, saloon (where intoxicating liquors are sold), sand paper polishing machines, sewing belts, stamping machinery (in nut and washer factories, sheet metal and tinware manufacture), steam boilers, steam generating apparatus, steam machinery, theater (where intoxicating liquors are sold), tobacco (as-sorting, manufacturing or packing), washing mills, white lead (manufacture of), wiping machinery, wire straightening machinery, wood jointers, wood planers, wood polishing machinery, wood shapers, wood turning.

STATE	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Oklahoma. Laws, 1909, C. 39, Art. 1.	<i>Group 1.</i> Mines (underground), quarries (underground)	Female; male under 16.	No special.
Laws, 1909, p. 629.	<i>Group 2.</i> Bowling alley, fac- tory, factory-workshop, hazardous to life or limb (determined by commissioner of labor), injurious to health or morals (determined by commissioner of labor), pool hall, steam laun- dry, theater.	Under 14; 14 to 16 without age and school certificate; (medical certificate may be de- manded).	\$10 to \$50, or 10 to 30 days, or both.
	<i>Group 3.</i> Any capacity com- pelled to stand con- stantly.	Under 16.	Same as above.
Laws, 1909, p. 629.	<i>Group 4.</i> ¹ Dangerous occupations.	Under 16.	Same as above.
Laws, 1909, C. 39, Art. 1.	<i>Group 5.</i> Magazines, newspa- pers periodicals. Sell, expose for sale in any city in out of door places	Female under 16.	Same as above.

¹Acids (where quantity is injurious to health), acids (dangerous or poisonous, preparing composition with, band saws (operating), circular saws (operating), colors (manufacture of), dangerous machinery while in motion (oiling, operating, wiping or cleaning, adjusting belts), dust (acids), dyes (where quantity is injurious to health), dyes (dangerous or poisonous), preparing compositions with), dynamite (manufacture, packing or storing), elevators (passenger or freight), explosives (manufacture, packing or storing), fuses (manufacture, packing or storing), gases (where quantity is injurious to health), gases (dangerous or poisonous, preparing compositions with), glass dust, grinding mills, immoral purposes (manufacture of goods for), lint (acids), lyes (where quantity is injurious to health), lyes (dangerous or poisonous, preparing compositions with), matches (dipping, dyeing or packing), mixing mills, nitroglycerine compounds (manufacture, packing or storing), paints (manufacture of), powder (manufacture, packing or storing), rolling mill punches, rolling mill machinery, rolling mill shears, steam boilers, steam generating apparatus, steam machinery, washing mills, white lead (manufacture of).

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Oregon.	<i>Group 1.</i>		
1905, C. 208.	Factory, mine, public messenger service, store, telegraph, telephone, workshop.	Under 14; 14 to 16, without age and schooling certificate.	Employer \$10 to \$25 first offense and 10 to 30 days second offense. Parent \$5 to \$25.
	<i>Group 2.</i>		
	Any work for compensation.	Under 14 during school hours.	No special.
	<i>Group 3.</i>		
Laws, 1909, C. 129.	Public entertainment, (where fee is charged.)	Under 16 without written permission from judge of juvenile court.	Child declared dependent.
	<i>Group 4.</i>		
Laws, 1909, C. 54.	Elevators.	Under 18.	\$10 to \$100, or 30 days to 6 mos., or both.
Pennsylvania	<i>Group 1.</i>		
Laws, 1909, p. 283, 375.	Binding establishment, boat (engaged in lake or river navigation or commerce), boot black stand, business office, dock, electric wire (erection of repair), factory, garage, hotel, laundry, mercantile establishment, printing establishment, quarry, restaurant, railroad, rolling mill, stable, store, telegraph office, telephone office, transmission of newspapers, messages or merchandise, vessels (engaged in lake or river navigation or commerce), wharf, workshop.	Under 14; 14 to 16 without employment certificate and proper sanitation, ventilation and machinery properly safeguarded and physical qualifications; 16 to 18 without proper sanitation and ventilation and machinery properly safeguarded.	First offense \$10 to \$25 or 10 days, or both; second offense, not more than \$50 or 90 days, or both.

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Pennsylvania —Cont.	<i>Group 2.</i> Manufacture of: cigars, paints, phosphorus, phosphorus matches, poisonous acids, red lead, tobacco, white lead.	Under 14; 14 to 16 unless it is proved to satisfaction of chief factory inspector that there is no danger to health or safety of minors, or that employment in some parts is not dangerous.	Same as above.
Laws, 1905, Act No. 222.	<i>Group 3.</i> Anthracite coal mines (inside.)	Under 16.	\$10 for each day of illegal employment.
	<i>Group 4.</i> 1Dangerous occupations.	Under 18.	1st offense, \$10 to \$25 or 10 days, or both; 2nd offense, not more \$50 or 90 days, or both.
	<i>Group 5.</i> Mine.	Any female; male under 16.	Same as above.
Laws, 1909, p. 375.	<i>Group 6.</i> Anthracite collieries or breakers, bituminous coal mines.	Under 14; 14 to 16 without certificate.	First offense: \$10 to \$25, or 10 days, or both. Second offense: not more \$50, or 90 days, or both.
	<i>Group 7.</i> Acrobatic, dance halls.	Under 15.	
Brightley's Purden's Digest, 12 ed. "ed.," p. 1015.	Mendicant.	Under 18.	\$50 to \$100.

1Blast furnace, brakemen (railroads), conductors (railroads), docks, dualin (where manufactured, compounded or stored), dynamite (where manufactured, compounded or stored), electric wire erection and repair, (outside), elevators, engineers, (boats or vessels engaged in transportation of passengers or merchandise), engineers (railroads), explosive (dangerous or high; where manufactured, compounded or stored), firemen (boats or vessels engaged in transportation of passengers or merchandise), firemen, (railroads), gate tending, gun cotton (where manufactured, compounded or stored), hoisting machines, lifts, motormen, (railroads), nitroglycerine (where manufactured, compounded or stored), oiling dangerous or hazardous machinery while in motion, pilots (boats or vessels engaged in transportation of passengers or merchandise), quarries, switch tending, tanneries (see also "Factories; group 1), track repairing, wharves.

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Rhode Island. Laws, 1905, C. 1215, Secs. 1, 2.	<i>Group 1.</i> Business establishment, factory, manufacturing, any work employing 500 or more persons. <i>Excep- tions:</i> household and agricultural services.	Under 14; 14 to 16 without certificate.	Not more than \$500.
Laws, 1901, C. 921, Laws, 1902, C. 972.	<i>Group 2.</i> Passenger elevator.	Under 18.	Not more than \$500.
Laws, 1897, C. 475.	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 16.	Not more 1 yr., or not more \$250, or both.
South Carolina. Acts, 1903, Acts No. 74.	<i>Group 1.</i> Factory, mine.	Under 12 years.	Employer or parent \$10 to \$15, or not more than 30 days.
	<i>Group 2.</i> Textile manufacturing establishment.	Under 12 without de- pendency certificate.	Same as above.
Laws, 1909, No. 12.	<i>Group 3.</i> Cleaning gears, cams, or pulleys, or cleaning in dangerous proximity thereto while same are in motion.	Under 14.	No special.
South Dakota. Rev. Code of 1903, Sec. 145.	<i>Group 1.</i> Mines.	Under 14 years.	Not more than \$1,000.
Acts, 1903, C. 165.	<i>Group 2.</i> Barrooms (where in- toxicating liquors are sold).	Under 21.	No special.

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
South Dakota—Con. Laws, 1907, C. 135, Sec. 150.	<i>Group 3.</i> Bowling alley, concert hall, elevator, factory, freight elevator, hotel, laundry, manufacturing establishment, mine, pas- senger elevator, place of amusement (where in- toxicating liquors are sold), saloon (any gain- ful occupation).	Under 15 when school is in session.	Parent or em- ployer \$25 to \$50 and costs.
Tennessee. Act, 1901, C. 34.	Factory, mine, work- shop.	Under 14.	\$25 to \$250.
Texas. Acts, 1903, C. 28.	<i>Group 1.</i> Factory, manufactur- ing, mill, any establish- ment using machinery.	Under 12; 12 to 14 who cannot read and write; unless child has widowed mother or in- capacitated parent to support.	\$50 to \$200 for each day.
Acts, 1903, C. 28.	<i>Group 2.</i> Brewery, distillery, marine.	Under 16.	\$50 to \$200.
Utah. Rev. St. 1898, Sec. 1338.	Mines.	Any female; male un- der 14.	Misdemeanor.
Vermont. 1906, Act. No. 52.	<i>Group 1.</i> Delivering messages, factory, mill, mine, quar- ry, railroad company, workshop.	12 to 16 who has not completed nine years of study.	\$50.
1904, Act No. 115.	<i>Group 2.</i> Barroom.	Females, male under 21.	\$50.

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Virginia. Laws, 1908, C. 301,	<i>Group 1.</i> Factory, mercantile es- tablishment, mine, work- shop. <i>Exceptions:</i> Fruit canneries, stores, (towns less than 2,000), vegeta- ble canneries, workshops (not in suburbs of a city).	Under 13; (March 1, 1909), under 14 (March 1, 1910); 12 to 14 with- out dependency certi- ficate.	\$25 to \$100.
Code of 1904, Sec. 3795a.	<i>Group 2.</i> Acrobatic, immoral, mendicant.	Under 14.	Not more \$200, or not more 12 mos., or both.
Washington. Laws, 1909, C. 117, Sec. 4.	<i>Group 1.</i> Mines, inside. Mines, outside. <i>Exceptions:</i> Office or clerical work.	Any female, male un- der 16. Any female, male un- der 14.	No special.
Codes and St., 1897, Sec. 7258.	<i>Group 2.</i> Barroom, beer hall, place of amusement (where intoxicating liq- uors are sold as a bev- erage), saloon, theater.	Female.	Not less than \$500, and may be imprisoned not less than 6 months.
Laws, 1905, C. 162.	<i>Group 3.</i> Manufacturing, me- chanical, telegraph, tele- phone.	Under 15 without school certificate.	Not more than \$25.
Laws, 1907, C. 128.	<i>Group 4.</i> Public messenger for messenger, telegraph, telephone company.	Female under 19; male under 14; male 14 to 19 without permit.	\$10 to \$500, or not more than 6 mos., or both.
Laws, 1907, C. 128.	<i>Group 5.</i> Any employment not dangerous or injurious, factory, mill, store, workshop.	Under 12; 12 to 14 without permit.	\$10 to \$500, or not more than 6 mos., or both.

STATE.	ESTABLISHMENT OF OCCUPATION.	AGE.	PENALTY.
Washington —Cont. Laws, 1907, C. 231.	<i>Group 6.</i> Any employment (during school time.)	Under 15 without school certificate.	Not more \$25.
Laws, 1909, C. 195.	<i>Group 7.</i> Any inside employ- ment, factory, mine, shop, store. <i>Exception:</i> Farm or housework.	Male under 14, female under 16, without per- mit.	Misdemeanor.
Laws, 1909, C. 249, Sec. 194.	<i>Group 8.</i> Acrobatic, immoral, mendicant.	Under 18.	Misdemeanor.
West Virginia. Code, Ed. 1899, p. 1053.	<i>Group 1.</i> Coal mines (when 10 or more persons are em- ployed in period of 24 hours.)	Any female; male un- der 12.	\$50 to \$500 or not exceed- ing 3 months in default of fine.
Laws, 1905, C. 75.	<i>Group 2.</i> Factory, manufactur- ing, mercantile, mechan- ical.	Under 12; 12 to 14 when school is in session or when such employ- ment interferes with regular attendance at school.	\$10 to \$20.
Acts, 1901, C. 14.	<i>Group 3.</i> Acrobatic, immoral. Mendicant.	Under 15. Under 18.	\$5 to \$100. \$5 to \$100.
Wisconsin. Statutes, Secs. 178a., 178h.	<i>Group 1.</i> Any gainful occupa- tion, bowling alley, fac- tory, hotel, laundry, mercantile establishment, mine, public messenger service, store, telegraph, telephone, workshop.	Under 14; 14 to 16 without permit.	Parent \$5 to \$25, or not more than 30 days; employer \$25 to \$100 or or not more than 30 days.

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Wisconsin— Cont.			
Statutes, Secs. 1728a, 1728g, 1728h.	<i>Group 2.</i> Hotel, mercantile es- tablishment, office, public messenger, store, tele- graph, telephone. <i>Excep- tions:</i> Farming, out- door occupations not dangerous to life or limb.	Under 14 while school is in session; 14 to 16 without permit; 12 to 14 during vacation without permit.	Parent \$5 to \$25, or not more than 30 days; employer \$25 to \$100 or not more than 30 days.
Cities 1st class. (Milwaukee). Laws, 1909, C. 377.	<i>Group 3.</i> Newsboys selling per- iodicals in street or pub- lic places.	Female under 16, male under 10; male 10 to 14 without permit.	Employer \$25 to \$100, or 10 to 60 days.
	<i>Group 4.</i> Bootblacks, street trades except those men- tioned in group 3.	Female under 16, male under 12; male 12 to 14 without permit.	Same as above.
Statutes, Secs. 1780, 1728a-1.	<i>Group 5.</i> Acrobatic, immoral. Theatrical.	Under 14 without spe- cial permit.	Same as Group 1.
Stat. 1728a, Sub.	<i>Group 6.</i> Dangerous employ- ments. ¹	Under 16.	Same as Group 1.
	<i>Group 7.</i> Standing occupations.	Female under 16.	Same as Group 1.

¹Acids (dangerous or poisonous, used in the manufacture of compositions, band saws, belts (adjusting) burnishing machines (tannery or leather manu-
facture), calender rolls (rubber manufacture), cigar factory, circular saws,
cleaning machinery (while in motion), colors (manufacture), concert hall, cor-
rugating rolls (roofing factories), cracker machinery, dangerous employments,
depraving to morals, dough brakes, elevators, emery wheels, grinding mills,
immoral purposes (goods manufactured for), injurious, intoxicating liquors
(where made, given away or sold), iron straightening machinery, laundry ma-
chinery, leather burnishing machine, mixing mill, oiling machinery (while in
motion), pants (manufacture), paper lace machine, picker machine (wool, cot-
ton, hair or upholstery material), polishing wheel, rolling mill machinery, roll-
ing mill punches, rolling mill shears, sand paper, sewing belts, stamping ma-
chine (sheet metal and tinware manufacture), stamping machine
(washer and nut factories), stamping machines (lace, paper or leather
manufacture), steam boilers, steam generating apparatus, theater, tobacco
warehouse, tobacco (manufacture or preparation), washing mill, white lead
(manufacture), wiping machinery (while in motion), wire straightening ma-
chinery, wood jointers, wood planers, wood polishing machines, wood shapers,
wood turning machines

STATE.	ESTABLISHMENT OR OCCUPATION.	AGE.	PENALTY.
Wyoming. Const. Art. 9, Sec. 3. Rev. St. 1899, Sec. 2295.	<i>Group 1.</i> Mines, (coal, dangerous, or iron.) <i>Exception:</i> Minor of suitable age in office or at clerical work.	Female, male under 14.	\$25 to \$100 and 6 mos. imprisonment may be added.
	<i>Group 2.</i> Mines, hoisting engines.	Under 18.	No special.
Rev. St., 1899, Sec. 2289.	<i>Group 3.</i> Acrobatic, immoral, mendicant.	Under 14.	No special.

HOURS

STATE.	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY.
Alabama. Laws, 1909, No. 107.	Factory, manufactur- ing, mill. ¹	Under 14.	60		
Arizona.					
Arkansas. Laws, 1907, C. 456.	Factory, manufacturing.	Under 14.	60	Under 14.	10
California. Laws, 1909, C. 254; 1907, C. 524; 1905, C. 18.	Apartment house, ho- tel, laundry, manufactur- ing, mercantile, messen- ger, office, place of amusement, restaurant, workshop. ²	Under 18.	54	Under 18.	9
Colorado. Mill's Ann. St., Sec. 2801e2.	Coal mines, dangerous occupations, factory, manufacturing, mill, mine, shop, standing oc- cupations, store.			Under 16.	8 in 24
Connecticut. Public Acts, 1909. C. 220.	Manufacturing, me- chanical.	Under 16.	58	Under 16.	10

¹Any injurious to health when carried on indoors; bindery, clothing, cotton, printing, tobacco, wool.

²Exceptions: Agricultural, domestic, horticultural, vivicultural. (During other than school hours). Horticultural includes curing and drying but not canning of all varieties of fruit.

OF LABOR.

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Under 16—7 p. m. to 6 a.m. 16 to 18 more than 8 hours in any night.		\$100 to \$500, subsequent not less \$500, and may be sentenced to hard labor for not more than 1 year.
Under 14—7 p. m. to 6 a. m.		
Under 16—10 p. m. to 6 a. m.	(1) Repairs. (2) Shorten one day a week.	\$50 to \$200, or 60 days, or both.
	(1) Life or property in imminent danger, (2) Week before or following Christmas. (3) County judge may exempt child 14 to 16.	\$100 to \$500, or 2 to 4 months, or both.
	(1) Repairs. (2) To shorten one day a week. (3) To make up time lost on previous day on account of stopping of machinery. (4) If notice is given, maximum may be 60 hours except in June, July and August, during which months the maximum must be 55 hours.	Not more than \$20.

STATE	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
Connecticut.	Mercantile.	Under 16.	58		
Delaware. Laws, 1909, C. 121.	Any gainful occupation. ¹	Under 16.	54	Under 16.	9
District of Columbia.	See Group 1, "Prohibited Employment;" Street trades. U. S. S. at L., 60th Cong, C. 209.	Under 16.	48	Under 16.	8
Florida.					
Georgia. C. C. 1895, Sec. 2619.	Factories, manufactur- ing.				
Idaho. Laws, 1907, p. 248.	Any occupation.	Under 16.	54	Under 16.	9
Illinois. Laws, 1903, p. 187.	Any gainful.	Under 16.	48	Under 16.	8

¹Exceptions: Agricultural business, canning fruits, provisions or vegetables; manufacture of berry baskets.

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Under 16, after 10 p. m., unless two shifts, but no shift more than 10 hours.	(1) Same as (4) above. (2) From 17th to 25th of December if employer during year grants 7 holidays with pay.	
Under 16—6 p. m. to 7 a. m.		\$90 to \$100.
10 to 16—10 p. m. to 6 a. m.		\$20 per day after notification.
10 to 16—10 p. m. to 6 a. m.		
Under 14—7 p. m. to 6 a. m.		Misdemeanor.
Under 16—9 p. m. to 6 a. m.		
Under 14—6 p. m. to 7 a. m. Under 16—7 p. m. to 7 a. m.		\$5 to \$25.

STATE.	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
Indiana. Burns' Ann. St., 1901, Sec. 2236, 7087a, 7087d. Laws, 1905, p. 739.	Bakery, laundry, manufacturing, mercantile, printing office, renovating works.	Male under 16. Female under 18.	60	Male under 16. Female under 18.	10
	Cotton or woolen factories.			Under 18.	10
	Manufacturing.			Under 14	8
Iowa. Laws, 1906, C. 103.	Elevator (freight or passenger), factory, laundry, manufacturing, mercantile, mill, mine, packing house, shop, slaughter house, store. ¹			Under 16.	10
Kansas. Laws, 1909, C. 65.	Distribution of messages or merchandise, elevator, factory, messengers, mine, packing house, theater, workshop.	Under 16.	48	Under 16.	8
Kentucky. Laws, 1908, C. 66,	Any gainful occupation.	Under 16.	60	Under 16.	10
Louisiana. Laws, 1908, No. 301, Secs. 1, 4, 6.	See Group 1, "Prohibited Employment." Any work.	Under 18.	60	Under 18.	10

¹Exceptions: Husking sheds and other places connected with canning factories where vegetables are prepared for canning and in which no machinery is used.

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Any female—10 p. m. to 6 a. m.	To shorten one day a week, but must not average more than 10 hours per day.	1st offense, not more than \$50. 2nd offense, not more \$100, 10 days may be added. 3rd offense, not more \$250, and not more than 30 days. \$50 to \$100. \$10 to \$100.
Under 16—9 p. m. to 6 a. m.		Not more than \$100, or not more than 30 days.
Under 16—6 p. m. to 7 a. m.		\$25 to \$100, or 30 to 90 days.
Under 16—7 p. m. to 7 a. m.		1st offense, \$25 to \$50. Subsequent, 10 to 90 days, or \$50 to \$200, or both.
Male under 16. Female under 18—7 p. m. to 6 a. m.	(1) Stores and mercantile establishments Saturday nights and 20 days before Christmas.	\$25 to \$50, or 10 days to 6 months, or both.

STATE.	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
Maine. Laws, 1909, C. 70.	Manufacturing, mechanical. ¹	Female under 18. Male under 16.	58	Female under 18. Male under 16.	10
Maryland. Poe's Pub. G. L., p. 853.	Factory, manufacturing, mercantile, business in the city of Baltimore.			Under 16.	10
Massachusetts. Acts, 1909, C. 514, Sec. 47. Secs. 48, 51.	Mercantile.	Under 18.	58		
	Manufacturing.	Under 18.	56	Under 18.	10
	Establishment where employment is by season.	Under 18.	58		
	Any employment for wages or other compensation.		Av. for year 56.		
Acts 1909, C 514, Sec. 56.					
Acts, 1909, C. 514, Sec. 51.	Textile manufacturing.				

¹Perishable materials or products.

CHILD LABOR—HOURS OF LABOR.

151

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
	(1) Repairs. (2) To shorten one day a week. (3) Male over 16, female over 18 (during minority) may with consent of parent, contract for more than 10 hours a day, with extra compensation. Females must not so contract for more than 6 hours a week or 60 hours a year. (4) To make up time lost on previous day.	\$25 to \$50.
		Misdemeanor.
		\$50 to \$100.
Minor—10 p. m. to 6 a. m.	(1) To shorten one day a week. (2) To make up lost time on account of stopping of machinery, if stopping is for 30 minutes or more.	
Under 14—7 p. m. to 6 a. m.		Not more \$300, or not more 6 months, or both. For each day after notification, \$20 to \$100, or not more than 6 months.
Minor—6 p. m. to 6 a. m.		\$20 to \$50.

STATE.	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
Michigan. Acts, 1909, No. 285, Secs. 9, 54.	Clothing, dressmaking, factory, laundry, manu- facturing, mercantile, mill, millinery, shop, store, warehouse, work- shop. Manufacturing. Manufacturing, mes- senger, ¹ mine, workshop.	Under 18.	54	Under 18.	10
Minnesota. Laws, 1907, C. 299.	Any gainful occupa- tion.	Under 16.	60	Under 16.	10
Mississippi. Laws, 1908, C. 99.	Factory, manufactur- ing, mill. Manufacturing.	Under 16.	58	Under 16.	10
Missouri.					
Montana.					
Nebraska.					
Nevada.					
New Hamp- shire. Laws, 1907, C. 94; 1905, C. 102; 1901, C. 180.	Manufacturing, me- chanical.	Under 18.	58	Under 18.	9 hours 40 min.

¹Exceptions: Messengers for telephone, telegraph or post office.

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Female under 18—6 p. m. to 6 a. m. Under 16—6 p. m. to 6 a. m.	(1) To preserve perishable goods in fruits and canning establishments.	\$10 to \$100, or 10 to 90 days, or both.
Under 16—7 p. m. to 7 a. m.	On Saturday and for 10 days before Christmas may be employed till 10 p. m., but not more than day or week maximum.	Not more \$50. \$5 to \$20 for every day after notification.
Under 16—7 p. m. to 6 a. m.		\$50 to \$100, or 10 to 60 days, or both.
	(1) To shorten one day a week. (2) Make up lost time. (3) Repairs. But in no case to exceed 58 hours a week.	Not more than \$50.

STATE.	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
New Jersey. Laws, 1904, C. 64, 1905, C. 102.	Factory, manufacture of goods of any kind, mill, workshop. Bakery.	Under 16.	55	Under 16.	10
New Mexico.					
New York. Consolidated Laws C. 31, Art. 6, Sec. 77; Laws, 1909, C. 36.	Factory.	Under 16.	6 days.	Under 16.	8
		Male 16-18.	6 days or 60 hrs.	Male 16-18.	10
		Female 16-21.	6 days or 60 hrs.	Female 16-21.	10
Consolidated C. 31, Art. 11, Sec. 161.	Apartment house, bus- iness office, distribution of messages or merchan- dise, hotel, mercantile establishment, messen- ger, restaurant, telegraph office, transmission of messages or merchandise.	Under 16.	54	Under 16.	9
	Mercantile.	Female 16-21.	60	Female 16-21.	10
Consolidated Laws, C. 31, Art. 15, Sec. 224; 1909, C. 36.	Newsboys.				

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Under 18—7 p. m. to 7 a. m.	Female 16 and over and male 16 to 18 may be employed more than 10 hours a day. Regularly in not to exceed 5 days a week to shorten one day a week. Irregularly in not to exceed 3 days, but not more than 12 hours a day or 60 hours a week.	\$50. 1st offense \$50, subsequent \$100.
Under 16—5 p. m. to 8 a. m. Male 16-18—12 mid-night to 4 a. m. Female 16 to 21—9 p. m. to a. m.	Under 16—10 p. m. to 7 p. m. Under 16 after 7 p. m. (Cities of first class).	(1) To shorten one day a week. (2) On Saturday, but total number must not exceed 60 hours per week. (3) December 15 to January 1.
Boy under 14—after 10 p. m.		

STATE	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE	PER WEEK	AGE	PER DAY
North Carolina. Rev. Laws, 1905, Secs. 3362-64; 1907, C. 463. (City of Washington). Laws, 1903, C. 644.	Factory, manufacturing. ¹ Factory. Any.	Under 18.	66		
North Dakota. Laws, 1909, C. 153.	Any.	Under 16.	60	Under 16.	8
Ohio. Laws, 1904, p. 321.	See Group 1, "Prohibited Employment."	Male under 16. Female under 18.	48	Male under 16. Female under 18.	8
Oklahoma. Laws, 1909, C. 39, Art. I.	Any gainful occupation. <i>Exceptions:</i> Agricultural and domestic service. See Group 2, "Prohibited Employment."	Under 16.	48	Under 16.	8
Oregon. Laws, 1909, C. 208.	Any.	Under 16.	6 days.	Under 16.	10

¹Engineers, firemen, machinists, officers, overseers, repairers of breakdowns, section hands, superintendent, watchmen, yard hands.

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Under 14—8 p. m. to 5 a. m. Under 14—7 p. m. to 6 a. m.		Misdemeanor. \$25 to \$50.
Under 16—7 p. m. to 7 a. m.		\$20 to \$50.
Male under 16. Female under 18—6 p. m. to 7 a. m.		\$25 to \$50.
Male under 16—6 p. m. to 7 a. m. Female under 18—6 p. m. to 7 a. m.		\$10 to \$50, or 10 to 30 days, or both.
Under 16—6 p. m. to 7 a. m.		1st offense, \$10 to \$25. 2nd offense, \$25 to \$50. 3rd offense, and subsequent \$25 to \$50, and 10 to 30 days.

STATE.	ESTABLISHMENT	* MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
Pennsylvania. Laws, 1909, p. 283, 375.	Anthracite colliery or breaker.	Under 16.	58	Under 16	10
	See Group 1 and Group 2, "Prohibited Employment."	Under 16	58	Under 16	10
Rhode Island. Laws, 1909, C. 384. Laws, 1905, C. 1215.	Manufacturing, mechanical.	Under 16.	56	Under 16.	10
	Business establishment, factory, manufacturing. ¹				
South Carolina. St. at Large, 1903-5, p. 113.	Factory, mine, textile establishment.				
South Dakota. Pen. C. 1903. Sec. 764.	Manufacturing, mechanical, workshop.			Female. Male under 18.	Comp'd 10
				Under 14.	Permit'd 10
Tennessee. Laws, 1907, C. 308.	Manufacturing.	Under 16.	60		

¹Mercantile establishments on Saturday and four days preceding Christmas.

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
Under 16—9 p. m. to 6 a. m.	To shorten one day a week but not to exceed 58 hours per week.	1st offense, \$10 to \$25, or 10 days, or both. 2nd offense, not more \$50, or 90 days, or both.
Females under 18—9 p. m. to 6 a. m. Males under 16—9 p. m. to 6 a. m.	(1) To shorten one day a week but not to exceed 58 hours per week. (2) Males 14 to 16 may work at night in manufactures or nature of business where the usual process requires continuous employment, hours not to exceed 9 in 24.	
Under 16—8 p. m. to 6 a. m.	(1) Repairs. (2) To shorten one day a week.	
Under 12—8 p. m. to 6 a. m.	To make up lost time on account of stoppage of machinery, but not after 9 p. m.	\$10 to \$50, or not more than 30 days.
		\$10 to \$100.
		\$25 to \$100.

STATE.	ESTABLISHMENT	MAXIMUM HOURS.			
		AGE.	PER WEEK.	AGE.	PER DAY
Texas. Laws, 1903, C. 28.	Any.				
Utah.					
Vermont. Laws, 1906, No. 52; 1904, p. 211.	Factory, messenger, mill, quarry, railroad, workshop.				
Virginia. Code, 1904, Sec. 3657b-d.	Factory, manufacturing. Manufacturing, m e- chanical, mining.			Female, Male 14.	10
Washington. Laws, 1903, p. 260.	Bakeshop.				
West Virginia.					
Wisconsin. Laws, 1903, C. 349.	Cigar factory.	Under 18.	48	Under 18.	8
Laws, 1909, C. 377.	Any. See Group 3, "Pro- hibited Employment." See Group 4, "Pro- hibited Employment."	Under 18.	6 days.	Under 16.	10
Wyoming.					

NIGHT WORK PROHIBITED	EXCEPTIONS.	PENALTY— EMPLOYER.
12 to 14—6 p. m. to 6 a. m.	Children with widowed mother or parent incapacitated to support them.	
Under 16—after 8 p. m.		\$5 to \$25.
12 to 14—6 p. m. to 7 a. m.		\$5 to \$25.
Under 16—8 p. m. to 5 p. m.		
Under 16—9 p. m. to 6 a. m.	Newsboys—4 a. m. to 6 a. m. (1) Child under 14 cannot work during school hours or loiter around newspaper office from 9 a. m. to 3 p. m. on school days. (2) Boys 14 to 16 physically able may distribute newspapers from 4 a. m. to 6 a. m. (3) 12 to 16 may carry newspapers from 3:30 p. m. to 7 p. m.; 14 to 16 from 4:30 a. m. to 7 a. m.	Loitering around newspaper office, employer, \$25 to \$100, or 10 to 60 days.

WORKING

STATE.	NAME OF PAPER.	FILED WITH.
Alabama. Laws 1909, No. 107.	Age certificate.	Probate judge by employer. Copy sent to inspector.
Arizona. Laws 1907. Ch. 67, Sec. 2.	Schooling certificate.	Employer.
Arkansas. Laws 1907, Act No. 456; 1909, Ch. 234.	Age certificate. Dependency certificate. Schooling certificate.	Employer. Employer. Employer.
California. Acts 1905, Ch. 18; 1907, Ch. 524.	Dependency permits. Vacation permits. Age and schooling certificate. Proof of age.	Employer. Employer. Employer, duplicate with su- perintendent of schools. Officer issuing age and school- ing certificate.
Colorado. Mill's Ann. St. 1891; Supp. 1904, Sec. 4047a	School attendance exemption permits.	Employer.
Connecticut. Rev. St. 1902, Secs. 2120, 2147, 4705.	Evening school certificate. Age certificate. Proof of age.	Employer. Employer. Employer.
Delaware. Acts 1905, C. 123; 1909, C. 121.	Age certificate. Schooling certificate.	Employer. Employer.

PAPERS.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Date and place of birth of child. Affidavit of parent.	Perjury.
Proof that child has been excused from school attendance.	Misdemeanor. \$25-\$100.
Age and date of birth and other facts required by child labor law. Affidavit of parent. Conditions of dependency. Proof in writing under oath. Affidavit of county clerk. Certificate of attendance or excuse from attendance. Affidavit of teacher or superintendent.	Not more \$100.
Must specify kind of labor and time for which issued. Affidavit of parent. Name and age of child, and date of termination of vacation. Certificate of principal of school. Date and place of birth. Oath of parent and affidavit of officer issuing the certificate as to whether or not child can read English at sight and write simple sentences in English. Form prescribed. School census, birth or baptismal certificate, public register or some other manner.	\$5-\$50, or not more 30 days or both.
Reasons or exemption issued by superintendent of schools.	
Attendance at evening school. Certificate of teacher. Age of child. Certificate of state board of education. Signed statement of registrar of births, marriages and deaths, town clerk, teacher or person having custody of school records, or oath of parent or guardian.	Not more \$20.
Name, date and place of birth. Affidavit of parent. Name and number of school attended, number of days attended, ability to read and write and familiarity with fundamental operations of arithmetic. Affidavit of teacher.	

STATE.	NAME OF PAPER.	FILED WITH.
District of Columbia. U. S. Stat., 60th Cong., C. 209.	Age and schooling certificate.	
Florida. Acts 1907, C. 5686.	Age certificate. Medical certificate. Employment certificate.	Employer. Employer. Employer.
Georgia. Laws 1906, C 399.	Age certificate. School attendance certificate. Dependency certificate. Proof of dependency.	Employer. Employer. Employer. Ordinary of county.
Illinois. Laws 1903, p 187.	School certificate. Evening school attendance certificate. Age and schooling certificate.	Employer. Duplicate with factory inspector. Same as above. Same as above.
Indiana. Ann St. 1894, Rev. 1901, Sec. 7087b.	Age certificate. Medical certificate.	Employer. Employer.
Iowa. Laws 1909, C. 145.	Proof of age.	Employer.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Ability to read and write, normal development, sound health and physical ability to perform the work.	
Age and date of birth and that there is no public school in session. Affidavit of parent. Physical examination, physical ability to perform the work with reasonable safety. Affidavit of practicing physician. Authority for employment. Certificate of county judge or municipal judge.	Not more \$500 or not more 90 days or both.
Age and date of birth and other facts required by act. Affidavit of parent. Attendance at school. Affidavit of parent. Facts as to dependency. Certificate of ordinary of county. Strict proof in writing, and under oath, showing necessary facts.	Misdemeanor.
Name of child, grade in school, ability to read and write, age, date and place of birth according to school record. Statement signed by parent and teacher. Registration and regular attendance at evening school, age, date and place of birth according to school record. Statement signed by parent, teacher and principal. Age, date and place of birth. Affidavit of parent and approval of school authority issuing the certificate.	\$5-\$100.
Age, date and place of birth. Affidavit of parent, or child if he has no parent or guardian. Physical ability to perform the work. Certificate of regular physician.	
Birth record, baptismal record or attested school record. No such proof being obtainable, affidavit of parent with affidavit of two disinterested persons.	Not more \$100 or not more 30 days.

STATE.	NAME OF PAPER.	FILED WITH.
Kansas.	Age certificate.	Employer.
Laws 1909, C. 65.	Age certificate.	Employer.
Kentucky.	Age certificate.	Officer issuing employment certificate.
Laws 1908, C. 66.	Employment certificate.	Employer.
	School record.	Officer issuing employment certificate.
	Proof of age.	Officer issuing employment certificate.
Louisiana.	Age certificate.	Employer. Duplicate sent to state factory inspector.
Laws 1908, Act. No. 301.	Proof of age.	Same as above.
Maine.	Age and schooling certificate.	Employer. Duplicate with inspector of factories, workshops, mines and quarries.
Laws 1909, C. 257.	Proof of age.	Same as above.
	School attendance certificate.	Same as above.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Name, date and place of birth according to school record, description of child. Statement signed by school authority. Name, date and place of birth, description of child. Affidavit of parent.	
Age, date and place of birth. Affidavit of parent before officer issuing employment certificate. Date and place of birth, description of child, statement that necessary papers have been filed, examined and approved, and that such child has appeared before the officer and has been examined. If no school record can be obtained, must state that examination was had in lieu of school record. Statement that child is regular attendant at public school or schools equivalent thereto for not less than 100 days during year previous to his arriving at 14 or during year previous to his application for school record. Ability to read and write, has received during such period instructions in reading, spelling, writing and geography and is familiar with the fundamental operations of arithmetic up to and including fractions; age and residence of child; name of parent. Passport, duly attested transcript of certificate of birth or baptism or other religious record. No such proof being obtainable, affidavit of parent before officer issuing employment certificate.	\$10 to \$50.
Name, age, date and place of birth, approval of officer issuing description of child. Affidavit of parent before officer issuing certificate. Certificate of birth or baptism, official register of the birth, school records, certified copy passport. If no such proof is obtainable, the parent's or guardian's oath before state factory inspector, or any factory inspector, juvenile or district court.	\$10 to \$25 or 10 to 30 days or both.
Name, age, date and place of birth, description of child, ability to read and write and employ the fundamental principles of arithmetic. Approval of officer issuing the certificate. Town clerk's record of birth, baptismal record, passport or other document satisfactory to person issuing age certificate. Certificate of attendance at school. No such certificate being obtainable, educational test must be furnished.	\$25 to \$50.

STATE.	NAME OF PAPER.	FILED WITH.
Maryland. Laws 1906, C. 192.	Employment permit.	Employer. Duplicate with of- ficer issuing.
	Proof of age.	Same as above.
Massachusetts. Laws 1909, C. 514, Secs. 57, 58, 59, 60, 66.	Employment ticket.	Employer.
	Age and schooling certificate.	Employer.
	Proof of age.	Employer.
	Medical certificate.	Employer.
	Employment permit.	Employer.
Michigan. Laws 1909, No. 285.	Permit.	Employer.
	School Report.	Employer.
	Proof of age.	Employer.
	Statement of office issuing per- mit.	Officer issuing permit.
Minnesota. Acts 1907, C. 299.	Employment certificate.	Employer.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Name, age, date and place of birth. Affidavit of parent. Approval of officer issuing certificate, description of child, ability to read and write, physical ability of child to perform the work. Certificate of birth or baptism or other religious record, register of birth. No such proof being obtainable, affidavit of parent. Absence of documentary proof must be certified to by the proper authorities before the officer issuing employment certificate.	Not more \$50.
Intention of employer to employ. Written statement of employer. Parent's name, name, age, date and place of birth and description of such child, ability to read and write, approval by officer issuing such certificate. Certificate of birth, baptism, register of birth or other evidence of age. Inability to work and attend evening school. Certificate of physician satisfactory to school authority issuing age and schooling certificate. Authorizing the employment of an illiterate. Issued by school authority.	
Name, age, date, place of birth and description of child, statement that required papers have been examined, approved and filed, that the child appeared and signed the permit. Certificate of school authority, probate judge or judge of juvenile court. Certificate of regular attendance, ability to read and write, has received instructions in reading, writing, spelling, English grammar, geography and is familiar with the fundamental operations of arithmetic up to and including fractions; age and residence of child; name of parent. Issued by principal or chief executive of school. Passport or duly attested transcript of record of birth. No such proof being obtainable affidavit of parent, accompanied by certificate of doctor or midwife attending at such birth. Statement that he has examined such child, that the child can read and write, is 14 or over, of normal development, physically able to perform the work, and that the services of such child are essential for its or its parents' support.	\$10 to \$100 or 10 to 90 days or both.
Name, age, date, place of birth of such child, that the necessary papers have been filed, and that the child has been examined. Issued by school authorities.	Not more \$50.

STATE	NAME OF PAPER.	FILED WITH.
Minnesota. Cont.	School record.	Employer.
	Proof of age.	Employer.
	Medical certificate.	Employer.
Mississippi. Laws 1908, C. 99.	Age and schooling certificate.	Employer.
Missouri. Acts 1907, p. 428 (St. Louis School Attendance law.) Acts 1907, p. 86. (Cities over 10,000.)	Age certificate.	Employer.
	Proof of age.	Employer.
	Exemption certificate.	Employer.
	Age certificate.	Employer. Duplicate with state factory inspector.
	Proof of age.	Same as above.
Montana. Political Code, 1895, Sec. 1921; Laws 1903, C. 45. Laws 1907, C. 99.	Medical certificate.	Same as above.
	Age and schooling certificate.	Employer.
	Age certificate.	Countersigned by employer and filed with commissioner of the bureau of agriculture, labor and industry.
Nebraska. Laws 1907, C. 66.	Employment certificate.	Employer.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Attendance, ability to read and write, instructions in reading, spelling, writing, English grammar, geography and fundamental operations of arithmetic up to fractions; age and residence of child, name of parent or guardian. Signature of principal or teacher. Transcript of birth certificate. No such proof being obtainable affidavit of parent. Physical fitness of child to perform the work. Certificate of practicing physician.	Not more \$50.
Name, age, place and date of birth, last school attendance, grade of studies, name of school and teacher. Affidavit of parent.	Not more \$25.
Name, age and description of child, signature of child, and seal of school board. Affidavit of parent. Birth certificate or age certificate. Exemption from school attendance. Issued by attendance officer or court. Name, date, age and place of birth, description of child, approval of officer. Affidavit of parent approved by officer. Certificate of birth or baptism, official register of birth, school records. No such proof being obtainable, affidavit of parent before factory inspector or juvenile or county court. Physical fitness to perform the work. Certificate of physician.	Not more \$25.
Age and schooling of child. Issued by school authority. Name and age. Issued by commissioner of the bureau of agriculture, labor and industry from reports filed by county superintendents.	
Name, description, age, date and place of birth, that necessary papers have been filed, that child has appeared before the officer and has been examined, and has signed the certificate. Issued by school authority.	

STATE.	NAME OF PAPER.	FILED WITH.
Nebraska.— Cont.	School record. Proof of age.	Officer issuing employment certificate. Same as above.
	Medical certificate. Age and schooling certificate.	Same as above. Same as above.
Nevada.		
New Hampshire. Public Stat. 1891, C. 93, Sec. 11; 1901, C. 61.	Age certificate. School certificate. Permit to illiterates. Medical certificate.	Employer. Employer. Employer. Employer.
New Jersey. Acts 1904, C. 64.	Age certificate. Permits of employment. Medical certificate.	Employer. Duplicate sent to labor commissioner. Same as above. Same as above.
New York. Laws 1909, Ch. 36, (Consolidated Labor Law, C. 31, Art. 6, Secs. 70-77; Art. 11, Secs. 160-167.)	Employment certificate. School record. Proof of age. Medical certificate. Statement of officer issuing employment certificate.	Employer. Officer issuing employment certificate. Same as above. Same as above. Same as above.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Attendance and amount of work completed, age, residence, parents or guardian of child. Passport, birth or baptismal certificate or other religious or official record. No such proof being obtainable, affidavit of parent before officer issuing employment certificate. In doubtful cases, the officer issuing the employment certificate may have the age determined in court. Physical fitness of child for the work. Age, date and place of birth of child.	
Name and age. Affidavit of parent before school authority. Ability to read and write English sentences. Issued by school authority. Authority to work. Issued by school authority. Physical inability to work and attend night school. Signed by regular practicing physician.	\$25 to \$50.
(Native born). Name, residence, place and date of birth, church and school attended, baptismal record, transcript of birth record and age of child at baptism. (Foreign born). Same as above with the additional statement that child is the same as mentioned in passport, which must be attached. Authority to work for children who cannot secure age certificates. Issued by commissioner of labor upon satisfactory proof of age. Physical ability to perform the work. Certificate of regular practicing physician.	\$50.
Age, date and place of birth, and description of child, certificate of examination, approval and filing of necessary papers, appearance and examination of child. School attendance, ability to read and write, statement that child has received instruction in reading, spelling, writing, English grammar and geography and is familiar with fundamental operations of arithmetic up to and including fractions; date of birth, residence of child and name of parents. Birth certificate, certificate of graduation from school, passport or baptismal certificate or other documentary evidence approved by the board of health, physician's certificate (cities of first class). Physical fitness in doubtful cases. Certificate of medical officer of board of health. Ability to read and write, that child is over 14, normal development, sound health and physically able to perform the work.	1st offense, \$20 to \$100; 2nd offense, \$50 to \$200 or not more 30 days or both; 3rd offense, not less \$250 or not more 60 days or both.

STATE	NAME OF PAPER.	FILED WITH
North Carolina. Laws 1907, C. 463.	Age and school certificate.	Employer.
North Dakota. Laws 1909, C. 153.	Employment certificate. School record. Proof of age. Medical certificate.	Employer. Officer issuing employment certificate. Same as above. Same as above.
Ohio. Bates Ann. St. Civil Code, Secs. 4022-2; 1902, p. 615; 1905, p. 334; 1908, p. 30-32.	Age and schooling certificate. Medical certificate.	Employer. Employer.
Oklahoma. Laws 1909, C. 39, Art. 1.	Age and schooling certificate. School attendance certificate. Medical certificate. Proof of age.	Employer. Duplicate with commissioner of labor. Officer issuing age and schooling certificate. Same as above. Same as above.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Age and school attendance. Written statement of parent.	Misdemeanor.
Date and place of birth, description of child, that papers required have been duly examined, approved and filed, and that child has appeared before the officer and been examined. Issued by school authorities. Certificate of regular attendance for 120 days, during school year, previous to applying for school record, ability to read and write, and has received during such time instruction in reading, spelling, writing, English grammar and geography, and is familiar with operations of arithmetic up to and including fractions. The age and residence of child as shown by records of school and the names of its parents. Signed by principal or chief executive of school. Passport, attested transcript of birth or baptism or other religious record showing date and place of birth. No such proof being available, affidavit of parent. Physical ability to perform the work. Certificate of medical officer of board of health.	\$20 to \$50.
Formulated by state commissioner of common schools. Issued by school authorities. Ability to perform the work. Issued by medical officer of board of health.	
Name, date, age and place of birth, affidavit of parent, approval of officer. Issued by school authority. Name of school, name of child, ability to read and write, age and attendance at school. Signed by parent and teacher. Physical ability to perform work. Issued by medical officer of board of health. Last school census, certificate of birth, register of city and county, affidavit by physician or school record. No such proof being obtainable and child is of normal size (5 feet in height, 80 pounds in weight), parents' or child's affidavit.	\$10 to \$50 or 10 to 30 days or both.

STATE.	NAME OF PAPER.	FILED WITH.
Oregon. Laws 1903, p. 79; 1905, C. 208.	Age and schooling certificate.	Employer. Duplicate with school directors.
	Proof of age.	Same as above.
	Employment ticket. Vacation permit.	Same as above. Same as above.
Pennsylvania. Laws 1909, p. 283, 375.	Employment certificate.	Employer.
	Proof of age.	Employer.
Rhode Island. Laws 1905, C. 1215.	Age and schooling certificate.	Employer. Copy with school committee.
	Proof of age.	Same as above.
South Carolina. Laws 1903, C. 74.	Proof of age.	Employer.
	Dependency certificate.	Employer.
	Schooling certificate.	Employer.
South Dakota.		
Tennessee. Acts 1893, C. 159; Acts 1901, C. 34	Age certificate.	Employer.

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Name, date, age, place of birth and description of child, statement that child can read and write English sentences, has reached normal development, of sound health, physically able to perform work, has regularly attended school for a certain period, and received instruction in reading, spelling, writing, English grammar and geography, and is familiar with fundamental operations of arithmetic up to and including fractions. Certificate of school authorities. Last school census, transcript of birth or baptismal certificate or other religious record or register of birth with town or city clerk. Intention of employer to employ. Signed by employer. Authority to work during vacation. Certificate of inspectors.	\$5 to \$50.
Name and description of child, ability to read and write the English language, list of establishments where child may be employed. School authorities. Birth certificate, baptism certificate, passport or other official or religious record, or school record. No such proof being obtainable, affidavit of parent, guardian or other person.	
Name, age, date and place of birth, name and place of residence of person having control of such child and physical ability to perform the work. Issued under direction of school committee. Baptism certificate, birth certificate or passport.	
Name, birthplace, age and place of residence of child. Affidavit of parent, guardian or custodian. Affidavit of inability of parents to support and of dependency. Affidavit of parent or child if an orphan. Issued by magistrate or clerk of court. School attendance, ability to read and write. Affidavit of parent.	\$10 to \$50, not more than 30 days. Perjury.
Name and age of child. Statement of parent.	

STATE.	NAME OF PAPER.	FILED WITH.
Texas.		
Vermont. Acts 1906, Act No. 52.	School certificate.	Employer.
Virginia. Laws 1908, C. 301.	Dependency certificate.	Copy sent to commissioner of labor.
Washington. Codes & Stat. 1897, Sec. 3172. Act 1907, C. 128, 231.	Age certificate. Permits. School certificate.	Employer. Employer. Employer.
West Virginia.		
Wisconsin. Stat., Secs. 1728a to 1728j.	Permits. Recommendation of school authority. Proof of age.	Employer. Officer issuing permit. Same as above.
Wyoming.		

CONTENTS AND NATURE OF WORKING PAPERS.	PENALTY—FALSE STATEMENT.
Authorizes employment. Issued by school authorities.	
Contains a statement of the necessity of employment, certificate of circuit court, corporation court or judge thereof, mayor or justice of peace.	
Name and age of child. Affidavit of parent. Authorizes employment. Issued by juvenile or superior court judges. Excuse from attendance, giving reason, residence and age of child and the time for which given. Issued by superintendent of schools.	
Authority to work. Issued by commissioner of labor, state factory inspector, assistant factory inspector, county, municipal or juvenile judge. Recommending the issuing of a permit. Issued by principal of school attended or clerk of board of education. Baptism certificate, birth certificate, first school enrollment. No such proof being obtainable, other proof satisfactory to officer issuing permit.	Permit revoked.

COMPULSORY

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
Alabama. Laws, 1909, No. 107.	In any mill, factory or manufacturing establishment, 12 to 16, attendance at school, 8 weeks in every year of employment, 6 weeks consecutive.	
Arizona. Laws, 1907 C. 67, Sec. 2. Rev. Stat. 1901, Sec. 2234.	Under 14, excuse from school attendance; 12 to 16, attendance 8 weeks in every year of employment, 6 weeks to be consecutive.	8 to 14; 14 to 16 who cannot read and write.
Arkansas. Laws, 1909. C. 234.	In manufacturing establishment: Under 14; 14 to 18 who started to work before he was 14, ability to read and write, and attendance at school the preceding year 12 consecutive weeks. In any mine, workshop, factory, mercantile establishment, or in any manner during school hours when school is in session; 8 to 16 a certificate of attendance or excuse from attendance.	8 to 14; 14 to 16 who cannot read and write.
California. Laws, 1905, C. 333, 18; 1903, C. 270.	In any employment: Under 16 during school hours, ability to read and write and attendance at night school.	8 to 14.

EDUCATION.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
6 mos.; 20 weeks consecutive.	1. Attendance at private school. 2. Equivalent instruction at home in branches taught in primary and grammar schools, by competent instructor. 3. Having already completed grammar school course. 4. Physical or mental incompetence, as declared by competent physician. 5. Impractical or dangerous to health, owing to unusual storm or other sufficient cause.	\$5 to \$25.
One-half of school session.	1. Equivalent to instructions at home, in judgment of school board. 2. Extreme poverty excuses temporarily. 3. Mental or physical incompetence. 4. More than 2½ miles from school. 5. Labor of child is necessary to support family. 6. Completion of common school course of seven grades, and a certificate of such completion.	\$10 to \$25.
Entire session.	1. Physical and mental incompetence. 2. Attendance at private school or tutoring. 3. Instruction at home by competent person in common school branches. 4. Completion of grammar school course. 5. Two miles or more from school. 6. Between 12 and 14 with permit for employment by judicial officer. 7. Attendance impractical or dangerous owing to storms or other sufficient cause.	First offense, not more \$10 or not more 5 days; subsequent offense, \$10 to \$25, or 5 to 25 days, or both.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
Colorado. Mills' Ann. St. R. Supp., Secs. 4047a, 4047c, 4047h.	In any employment: Under 14 during school hours, compliance school attendance law; 14 to 16 who cannot read and write, attendance at school one-half of each day, attendance at public night school or private instruction until they obtain a certificate from county superintendent that they can read and write.	8 to 16.
Connecticut. R. S. 1902 Sec. 2116.	In town where public evening schools are established; 14 to 16 who cannot read and write, attendance for 18 consecutive evenings for every school month of 20 days. Rev. St. 1902, Sec. 2147. In any employment, 14 to 16 education satisfactory to school visitors, town school committee, board of education or state board of education. Public Acts, 1905, C. 36.	7 to 16.
Delaware. Laws, 1909. C. 121.	In factory, workshop or establishment where goods of any kind are manufactured; 14 to 16 attendance at school 140 days during the year preceding his 14th birthday, or immediately preceding his employment, and ability to read and write and familiarity with fundamental operations of arithmetic up to fractions.	7 to 14.
District of Columbia.	In any employment in "Group 1" in "Prohibited Employment;" 14 to 16 ability to read and write.	8 to 14.
Georgia. Laws, 1906, No. 399.	In factory or manufacturing establishment: Under 14 ability to read and write and attendance at school 12 weeks of preceding year, six to be consecutive. 14 to 18 who started to work before they are 14, attendance at school 12 weeks of preceding year, 6 to be consecutive.	

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session.	1. Attendance at private or parochial school. 2. Instruction at home. 3. Physical or mental incompetence. 4. Over 14 and completion of 8th grade or eligible for high school. 5. Indigent. 6. Best interest of child to be exempt. 7. In case child has to support himself and parent, poormaster may aid him and child must attend school 3 hours daily.	\$5 to \$20 or give bond for \$100. Upon failure to pay fine or furnish bond, 10 to 30 days.
Full session.	1. Attendance at private school; register must be kept of attendance. 2. Instructions in studies taught in public school. 3. Over 14 and lawfully employed at home or elsewhere. 4. Indigent. 5. Physical or mental incompetence.	Not more than \$5.
5 mos. consecutively. May be reduced by school meeting.	1. Mental, physical or other urgent reasons. Urgent reasons strictly construed. 2. More than two miles from school unless a conveyance is provided.	
Entire session.		Not more than \$20.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
Idaho. Laws, 1909, p. 224.	In any employment; 14 to 16, required school instructions.	8 to 18.
Illinois. Laws, 1909, p. 413.	In any employment: 14 to 16 ability to read and write or regular attendance at night school provided one is main- tained in the town or city where child resides.	7 to 16.
Indiana. Laws, 1901, C. 202.	In manufacturing establishment, mine, quarry, laundry, renovating works, bak- ery or printing office, during school hours: Under 16, ability to read and write. Burns' Ann. St., 1901, 7087a, 7087d.	7 to 14, inclusive.
Iowa. Supp. Code, 1902, Sec. 2823.		7 to 14, inclusive.
Kansas. Laws, 1903, C. 423.		8 to 15, inclusive.
Kentucky. Carroll's St., 1903, Sec. 4521a.		7 to 14.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Full session.	1. Over 14 and has completed the 8th grade or eligible for high school. 2. Help is necessary for its own or parent's support. 3. Best interest of child. 4. Sufficient instruction at home. 5. Physical or mental incompetence.	1st offense; \$5 to \$25 with costs; subsequent offenses: \$10 to \$50 with costs. P. C. 1901, Sec. 1102.
Entire session which shall not be less than 6 months.	1. Attendance at private school. 2. Instructed for like period in elementary branches. 3. Physical or mental incompetence. 4. 14 to 16 and necessarily and lawfully employed during school hours. 5. Excused for temporary absence by teacher or principal.	\$5 to \$20 and costs; committed until paid.
Entire session.	1. Attendance at private or parochial school. 2. Physical or mental incompetence.	\$5 to \$25; 2 to 90 days may be added.
24 consecutive weeks in each school year. In cities of the 1st and 2d class board of directors may extend to entire session.	1. Attendance at private or parochial school in which common school branches are taught. 2. Equivalent instruction by competent teacher elsewhere. 3. Physical or mental incompetence. 4. Two miles or over from school. 5. Excused for any sufficient reason by any court of record or judge thereof.	\$3 to \$20.
Entire session.	1. Attendance at private, denominational or parochial school with competent instructor. 2. Certificate of graduation from public school or certificate of admission to high school. 3. Physical or mental incompetence.	\$5 to \$25.
8 weeks consecutively.	1. Attendance at private day or night school, having already acquired common school branches. 2. Instructions at home. 3. Physical or mental incompetence. 4. Indigent. 5. Two miles or more from school.	First offense: \$5 to \$20; second offense, \$10 to \$50.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
Kentucky.— Cont. (Cities 1st, 2nd, 3rd and 4th class) Laws 1904 C. 94.		7 to 14.
Louisiana.		
Maine. Laws 1909, C. 57.	In manufacturing or mechanical establishments: 14 to 16, ability to read and write and perform simple arithmetical problems involving the fundamental process of addition, subtraction, multiplication and division, such tests to be prepared and furnished by superintendent of schools or school committee; or may furnish a certificate to the above effect signed by a teacher of a public school or principal of an approved private school; or may furnish a certificate signed by a principal of an evening school that he is a regular attendant. In manufacturing, mechanical, mercantile or business establishment, or in any telephone or telegraph office or as messenger during school hours; 15 to 16 same as above.	7 to 15; 15 to 17 who cannot read and write.
Maryland.	In any employment: 12 to 16, ability to read and write. Laws, 1906, C. 192.	8 to 12; 12 to 16 if not regularly and lawfully employed at home or elsewhere. Laws, 1902, C. 269.
Massachusetts. Laws, 1909, C. 383. Rev. Laws, 1902, p. 478.	In any employment: 14 to 16, must possess certificate of ability to read and write equal to test required for admission to 4th grade. Laws, 1906, C. 284.	7 to 14; 14 to 16 who are unable to read and write, or if wandering about public places without lawful occupation. Laws, 1906, C. 383.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session.	1. Physical or mental incompetence. 2. Attendance at private school. 3. Having already acquired common school branches.	First offense: \$5 to \$20; subsequent: \$10 to \$50.
Entire session.	1. Necessary absence may be excused by school authorities. 2. Equivalent instruction for like period, approved by school committee. 3. Attendance at private school, certificate required. 4. Physical or mental incompetence.	Not more than \$25, or not more than 30 days.
Entire session. Laws, 1902, C. 269.	1. Physical and mental incompetence. 2. Equivalent instruction elsewhere. Laws, 1906, C. 192.	Not more than \$5. Laws, 1902, C. 269.
Entire session. Laws, 1906, C. 383.	1. Attendance at private day school. 2. Instruction for like period in branches required in public schools. 3. Having already acquired such branches. 4. Physical or mental incompetence.	Not more than \$20. Rev. Laws, 1902, p. 478.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
Michigan.	In any employment in bowling alley, factory, freight elevator, hotel, laundry, manufacturing establishment, mercantile institution, messenger service, mine, office, passenger elevator, store, telegraph office, theater or workshop; 14 to 16, ability to read and write, attendance for not less than 100 days the year previous to application for school record and has received instruction in reading, writing, English grammar and geography, and is familiar with elementary operation of arithmetic up to and including fractions. Laws, 1909, No. 285.	7 to 16. Laws, 1905, No. 200, p. 296.
Laws, 1909, C. 400.	In any employment: 14 to 16, attendance as required by law or lawfully excused therefrom during the year previous to applying for school record and is able to read and write, and has received during such period instructions in reading, spelling, writing, English grammar and geography and is familiar with the fundamental operations of arithmetic up to and including fractions. G. L., 1907, C. 299.	8 to 16; 8 to 18 in cities of first class.
Mississippi.		
Missouri. (Cities over 500,000) St. Louis, Laws, 1907, p. 428.	In mines: Boys under 16, ability to read and write, Laws, 1905, p. 237. In any mine, office, factory, workshop, business house, place of amusement, or any other place during school hours; 8 to 14, attendance certificate or excuse from school attendance.	8 to 14, 14 to 16 unless regularly and lawfully engaged in some useful occupation. Laws, 1905, p. 146. 8 to 14; 14 to 16 unless regularly and lawfully employed for at least 6 hours a day.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session. Laws, 1905, No. 200, p. 296.	1. Instruction at private or parochial school in common school branches. 2. Having received an 8th grade diploma. 3. Physical or mental incompetence. 4. Over 14 and whose services are necessary for support of parents. 5. Child 12 to 14 while in attendance at confirmation classes conducted for a period not to exceed five months. 6. Under 9 and resides $2\frac{1}{4}$ miles or more from school, if transportation is not furnished. Laws, 1905, No. 200, p. 296.	\$5 to \$50, or 2 to 90 days, or both. Laws, 1905, No. 200, p. 295.
Entire session.	1. Parents not able to clothe child properly. 2. Physical or mental incompetence. 3. Having completed studies ordinarily required in 8th grade. 4. No public school within reasonable distance. 5. Attendance at private school for like period.	Not more than \$50, or not more than 30 days.
Not less than one-half session. Laws, 1905, p. 146.	1. Attendance at private, parochial or parish school. 2. Poverty of parents, or labor of child is necessary for support of family. 3. Physical or mental incompetence. 4. Completion of common school course. 5. Two and one-half or more miles from school. Laws, 1905, p. 146.	\$10 to \$25, or 2 to 10 days, or both. Laws, 1905, p. 146.
Entire session.	1. Equivalent instruction at home regular daily during usual hours. 2. Parents not able to properly clothe child. 3. Mental and physical incompetence. 4. Labor of child necessary for support of family. (Must attend evening school if there is one.) 5. Completion of common school course and has received certificate of graduation.	\$10 to \$25, or 2 to 10 days, or both.

STATE	REQUIREMENTS FOR EMPLOYMENT.	AGE
Montana. Laws, 1903, C. 45.	In any employment; 14 to 16, must be able to read and write. Under 14 must have completed common school branches.	8 to 14; 14 to 16 if not regularly employed or unable to read and write.
Laws, 1905, C. 141.	In any employment: Under 14, attendance at public or private day school where English is taught at least 20 weeks each and every year. Crim. Code, Sec. 7967-7971. In any place where intoxicating liquors are sold, bowling alley, concert hall, driver, factory, elevator, hotel, laundry, manufacturing or mercantile establishment, messenger, office, place of amusement, store, theater, workshop; 14 to 16, completion of work of 8th grade or attendance at evening school. Laws, 1907, C. 66.	7 to 15; 7 to 16 in cities.
Nevada. Laws, 1909, C. 130.		8 to 16.
New Hampshire. Laws, 1903, C. 13. 1901, C. 61.	In mechanical or other employment: Under 16, ability to read and write or regular attendance at day or evening school. Medical certificate may exempt school attendance. Laws, 1901, C. 61.	8 to 14; 14 to 16 if unable to read and write. Laws, 1903, C. 13.
New Jersey. Laws, 1909, C. 144.		7 to 17.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session; in no case less than 16 weeks.	1. Attendance at private or parochial school. 2. Instruction at home in common school branches. 3. Physical or mental incompetence. 4. Two and one-half or more miles from school.	\$5 to \$20, or bond of \$100; upon failure to give bond pay fine or 10 to 30 days.
Two-thirds of entire session; in no case less than 12 weeks. Entire session in cities:	1. Attendance at private or parochial school. 2. Instruction at home or elsewhere. 3. Fourteen years old and indigent; may be required to attend night school 2 hours every day.	\$5 to \$25. Laws, 1901, C. 70.
Entire session.	1. Mental or physical incompetence. 2. Completion of 8 grades prescribed by grammar school course. 3. Instructions elsewhere, satisfactory to board of trustees. 4. Child's labor is necessary for its own or parent's support. 5. Distance too far from school, district superintendent judge.	First offense: Not more \$10, not more 5 days; subsequent offenses: \$10 to \$50, or 5 to 25 days, or both.
Entire session. Laws, 1903, C. 13.	1. Attendance at private school. 2. Having acquired branches taught. 3. Physical or mental incompetence. Laws, 1903, C. 13.	First offense: \$10, subsequent: \$20. Laws, 1903, C. 13.
Entire session.	1. Equivalent instruction elsewhere. 2. Over 15, has completed grammar school course and is regularly and lawfully employed. 3. Physical or mental incompetence. 4. Child over 14 who submits satisfactory evidence that it is necessary that such child be employed.	

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
New Mexico. Laws, 1909, C. 121; 1903, C. 39.		7 to 14.
New York. Laws, 1909, C. 409. (5,000 or more where they em- ploy a superin- tendent.) (Less than 5,000 where they employ a superintendent) (Cities of first or second class.)	Uniform with child labor law. Uniform with child labor law. Uniform with child labor law.	7 to 14; 14 to 16 regularly employed and who has not an employ- ment certificate. 8 to 14; 14 to 16 not regularly employed ac- cording to child labor law. Boy 14 to 16 who has an employment certi- ficate but has not com- pleted the elementary grades or its equivalent must attend night school or trade school.
North Carolina. Laws, 1907, C. 894; 1909, C. 525. (Optional with counties.)	Apprentices 12 to 13 must have at- tended school 4 months in preceding 12. Laws, 1907, C. 463.	8 to 14.
North Dakota. Laws, 1907, C. 98.		8 to 14.

¹Local laws, Washington City, Laws, 1903, C. 644, Indian School at Cherokee. Laws, 1905, C. 213; Raleigh Township, Laws, 1905, C. 270; Camden County, Laws, 1903 C. 609.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session.	1. Attendance at private or parochial school equal in teaching to public school of the district. 2. Physical or mental incompetence. 3. Three miles or more from school. Laws, 1909, C. 121.	\$5 to \$25, or not more than 10 days.
Entire session; not less than 160 days.	1. Equivalent instruction elsewhere and for like hours. 2. Physical or mental incompetence.	First offense: \$5 or 5 days, or both. Subsequent offense; not more \$50, or not more than 30 days, or both.
From October 1 to June as school is in session.	Same as above.	
Night school 6 hours a week for 16 weeks. Trade school 8 hours a week for 16 weeks.	Same as above.	
16 weeks.	1. Attendance at private or parochial school. 2. Have completed course of study. 3. Equivalent instruction at home or elsewhere. 4. Indigent. 5. Physical or mental incompetence. 6. Over 12 and regularly employed at home or elsewhere.	\$5 to \$25, or 2 to 30 days.
Entire session.	1. Attendance at private or parochial school. 2. Such child's labor necessary to support of family. 3. Having already acquired branches taught. 4. Physical or mental incompetence. 5. Three miles or more from school with no transportation provided.	\$5 to \$20; subsequent offenses, \$10 to \$50.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
Ohio. Bates' Ann. Ohio St., 1906, Sec. 4022-1.	Uniform with child labor law.	8 to 14; 14 to 16 if not regularly employed.
Oklahoma. Laws, 1907, C. 34, Art. 1; 1909, C. 39, Art. 1.	In bowling alley, factory, factory-workshop, hazardous or injurious to health, pool hall, steam laundry, theater; 14 to 16, ability to read and write, and attendance at school during full school term of previous year.	8 to 16.
Oregon. Laws, 1901, p. 300; 1905, C. 208.	In factory, store, workshop, mine, telegraph, telephone, or public messenger service: Under 16, certificate of ability to read and write, attendance at school 160 days during school year previous to arriving at 14, or during year previous to applying for school record, and received instructions in reading, spelling, writing, English grammar, geography, and is familiar with fundamental operations of arithmetic including fractions. Laws, 1905, C. 208.	8 to 14; 14 to 16 if not employed in some law- ful work. Laws, 1905, C. 208.
Pennsylvania. Laws, 1905, p. 131.		8 to 16.
Rhode Island. Laws, 1902, C. 1009.		7 to 15.
South Carolina. St. at Large, 1903-5, p. 113.	Children may work in textile establishments in June, July and August if they have attended school 4 months during the year and can read and write.	

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session, which shall not be less than 24 weeks.	1. Attendance at private or parochial school. 2. Instructions at home 3. Physical or mental incompetence.	\$5 to \$20; in default of payment of fine, 10 to 30 days.
3 to 6 mos., in discretion of school board or board of education.	1. Physical or mental incompetence. 2. Proficiency in standard studies.	\$10 to \$50.
Entire session. Laws, 1905, C. 208.	1. Attendance at private school. 2. Having acquired branches taught. 3. Instruction at home. 4. Physical or mental incompetence. 5. Two miles or over from school. Laws, 1901, p. 300; 1905, C. 208.	\$5 to \$25. Laws, 1905, C. 208.
Entire session. School board may reduce such period, but not less than 70 per centum of session.	1. Attendance at private school. 2. Instructions at home. 3. Two miles or more from school. 4. Physical or mental incompetence or other urgent reasons. 5. 13 to 16 with certificate of ability to read and write and regularly employed.	First offense, \$2; subsequent offense, \$5. In default of payment, first offense, 2 days; subsequent, 5 days.
Entire session.	1. Attendance at private school. 2. Instructions at home. 3. Having finished elementary studies. 4. Thirteen years or over and lawfully employed. 5. Twelve years or over and employment is necessary for support of family or destitute of clothing. 6. Physical or mental incompetence.	Not more than \$20.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
South Dakota. P. C., 1903, Secs. 2359-2364.		8 to 14.
Tennessee. ¹		
Texas. Laws, 1903, p. 40.	In mill, factory or other establish- ment; 12 to 14; ability to read and write.	
Utah. Laws, 1905, C. 95.		8 to 16.
Vermont. Laws, 1904, p. 63.	In railroad company, mill, factory, quarry, workshop, messenger during school hours: 12 to 16, completion of elementary course of 9 years. Laws, 1906, No. 52; 1904, p. 211.	8 to 15.
Virginia.		
Washington. Laws, 1909, p. 364.	Any employment during school hours: Under 15, written excuse from school attendance, by superintendent.	8 to 15; 15 to 16 if not engaged in a remunera- tive occupation.

¹Local Laws apply to different counties: Laws, 1909, C. 163, 206, 236, 241, 256, 494, 543, 544; 1907, C. 603, 604; 1905, C. 483.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
Entire session. District board may reduce it to 16 weeks, 12 to be consecutive.	1. Equivalent instruction. 2. Having acquired branches of learning taught in public schools. 3. Physical or mental incompetence.	\$10 to \$20, committed until paid.
20 weeks, 10 to be consecutive. (Cities 1st and 2nd class) 30 weeks, 10 to be consecutive.	1. Equivalent instruction at home. 2. Having already acquired the branches taught in district school. 3. Physical or mental incompetence. 4. Attendance at some public, district or private school. 5. Services of child necessary for support of mother or invalid father. 6. Two and one-half or more miles from school.	Misdemeanor.
28 weeks, or during school term.	1. Physical or mental incompetence. 2. Excused by school directors.	\$5 to \$25.
Entire session.	1. Attendance at private school for same time. 2. Physical or mental incompetence. 3. Excused by superintendent of school. 4. Proficiency in branches taught in 8 grades as provided by course of study.	Not more \$25.

STATE.	REQUIREMENTS FOR EMPLOYMENT.	AGE.
West Virginia. Laws, 1906. Sec. 1573; 1905, C. 75; 1903, C. 26.	In mine, factory, workshop, mercantile, or manufacturing establishment: Under 14, regular attendance at school.	8 to 14.
Wisconsin. Laws, 1907, C. 446, Sec. 439a.	Any employment: ability to read and write simple sentences in English language, or the language of his native country.	7 to 14; 14 to 16, if not regularly and lawfully employed. Laws, 1907, C. 446.
Wyoming. Laws, 1909, C. 31.		7 to 14, inclusive.

ANNUAL PERIOD.	EXEMPTIONS.	PENALTY. (Parents.)
20 weeks.	1. Instructed otherwise for like period. 2. Other reasonable excuse. 3. Two miles or over from school.	1st offense \$2. Subsequent, \$5.
(Entire session cities of first class). 8 school mos. in other cities. 6 school mos. in towns and villages.	1. Physical or mental incompetence. 2. More than 2 miles from school, in country districts, if transportation is not furnished. 3. Having completed course of study for common schools or work of first 8 grades. 4. Instruction elsewhere for like period, equivalent to children of like age in public, parochial or private school. 5. Private, or parochial school.	\$5 to \$50, or not more 3 mos. or both.
Entire session.	1. Physical or mental incompetence. 2. Where attendance would work a hardship. 3. Pupils excluded for legal reasons and no other school provided.	1st offense, \$5 to \$25. 90 days may be added for subsequent offenses.

ADMINISTRATION.

The administration and enforcement of the Child Labor Laws as applied to this state follows:

Laws 1907, Ch. 251. Gen. St. 1902, Secs. 4703-4707; 1909, C. 123.

POWERS AND DUTIES.

Employer must keep file of certificates and list of children employed; must post in a conspicuous place in every room where

children are employed a notice stating the number of hours of work required on each day of the week.

Parents of foreign born children must state under oath to the secretary of the board of education, the date of the birth of child and present family record, passport or other documentary evidence which the board may require.

Officers of state board of education may appoint agents to enforce provisions of the act. In cases of foreign born children may investigate and if it appears child is over 14, may issue certificate. May require parent to produce documentary evidence of age. Child must have equivalent education in his own language to that required of native born children.

Board of education, agent of board of school visitors, town school committee and secretary or agent of the state board of education may inspect certificates and lists; must enforce provisions of the act.

Teacher, registrar of births, marriages and deaths, town clerk, the person having charge of school record may issue certificates of age to children 14 to 16 who are able to read—with facility, to write legibly simple sentences in the English language, and to perform fundamental rules of arithmetic up to and including fractions.

Teacher of evening school may issue attendance certificate.
Sec. 2147.

PUBLICITY.

Certificates and lists subject to inspection of secretary or agent of state board of education, agent of board of school visitors, town school committee or board of education. Employer must post in a conspicuous place in every room where children are employed a notice stating the number of hours of work required on each day of the week.

EVIDENCE.

A certificate of the age of a minor is conclusive evidence of the child's age upon the trial of any person other than parent.

Part IV.

Tenement Houses.

- 1 DESCRIPTIVE.
- 2 OPERATION OF LAW.
- 3 HARTFORD.
- 4 NEW HAVEN.
- 5 BRIDGEPORT.
- 6 WATERBURY.
- 7 NEW BRITAIN.
- 8 MERIDEN.



TENEMENT HOUSES.

The act cited as the Tenement House Act became operative June 29, 1905. By the provisions of the act it applied "to all cities of over twenty thousand inhabitants, at the time of the most recent United States Census." The reports of the Census Bureau for 1900 gave the cities of Hartford, New Haven, Bridgeport, Waterbury, New Britain and Meriden as having the required population to come within the meaning of the act. This chapter, therefore, will have only to do with the six cities mentioned above. The official report of the Census Bureau received late in the year 1910, adds three cities to the number to which the law applies, namely: Danbury, Norwich and Stamford, each of these having more than twenty thousand inhabitants at the time of the most recent United States Census—that of 1910.

The officials in these three cities having authority to issue permits for the erection of buildings within their limits, will be supplied with the necessary blanks for the purposes specified in the act and the reports received from them will be kept on file in this office as the law directs.

During the year ended December 31, 1910, six hundred and fifty-eight permits were issued by the persons authorized to do so in the six cities mentioned in a preceding paragraph, for the construction of buildings designed for the occupancy of three families or more.

This in comparison with four hundred and seventy-three structures of the class described in 1909; two hundred and eighty-seven in 1908; four hundred and seventy-one in 1907; four hundred and thirty-nine in 1906; and one hundred and forty-two buildings of like character during the six months' period ended December 31, 1905.

Permits have been granted, in the six cities to which the "Tenement House Act" applies, for the construction of 2,470 apartment or tenement houses arranged for the occupancy of three families or more during the five and one-half years that the law has been operative.

There follows comparisons of the number of permits granted for the erection of this class of houses in the six cities referred to:

In Hartford, during the year 1910, permits were granted for the erection of one hundred and forty-four buildings of the class described, against one hundred and fifteen in 1909, sixty-seven in 1908, one hundred and nineteen in 1907, ninety-nine in 1906, and forty-four during the six months' period of 1905.

In New Haven one hundred and fifty-six permits were granted during the twelve-month period of 1910, forty during the corresponding period of 1909, fifty-nine in 1908, thirty-six during 1907, forty in 1906, and eleven during the six months' period of 1905.

In Bridgeport one hundred and eight permits were granted during the twelve-month period of 1910, against ninety-seven during 1909, seventy-seven in 1908, one hundred and fifty in 1907, one hundred and fifty-two during 1906, and thirty-three during the six months' period of 1905.

In Waterbury during the 1910 period one hundred and forty-seven permits were granted, against one hundred and eighty-five during 1909, fifty-seven during 1908, one hundred in 1907, one hundred and five in 1906, and thirty-nine during the six months' period of 1905.

In New Britain there were ninety-one permits granted during the 1910 period, twenty-six during the year 1909, twenty-five in 1908, sixty during the year 1907, thirty-nine in 1906, and twelve during the six months' period of 1905.

In explanation of the foregoing it should be stated that as a matter of fact fifty-two permits were granted in New Britain during the 1909 period, although twenty-six were omitted from the compilation that year for the reason that the reports were not filed in this office in season to be included. They are placed in this report with the number filed in 1910.

In Meriden twelve permits were recorded during the 1910 period, ten in 1909, two during the year 1908, six in 1907, four in 1906 and three during the six months' period of 1905.

The additional number of families which can be housed by reason of the erection of these buildings would seemingly be of interest.

In Hartford six hundred and fifty-three additional families can be housed because of the construction of tenement or apartment houses arranged for the occupancy of three families or more, in New Haven eight hundred and fifty-one additional families can be accommodated in houses of the class described, in Waterbury five hundred and forty-two, in Bridgeport four hundred and forty-seven, in New Britain four hundred and twelve (including the number omitted from 1909 statement), and in Meriden accommodations are provided for thirty-six additional families.

During the year 1910, in the six cities to which the law applies, permits were granted for the erection of buildings arranged for the occupancy of three families or more, sufficient for the accommodation of 2,941 additional families. This in comparison with housing facilities for 1,927 additional families supplied by the erection of the same class of houses in 1909, 1,330 additional families in 1908, and 2,370 in 1907.

The total floor space of these buildings computed in square feet amounts to 3,327,457, exclusive of cellar area, while including the area of cellar it amounts to 4,397,344 square feet. This in comparison with buildings of the class described erected in 1909 the floor space of which amounted to 2,371,445 square feet, exclusive of cellar area and 3,113,669 square feet, including cellar area. In 1908 the floor space occupied by buildings of the same character erected during that year amounted to 1,605,483 square feet, exclusive of area of cellar and 2,099,827 square feet including cellar area.

Following the same method for the year 1907 it is revealed that the floor space of the tenement and apartment houses built during that year was 2,576,060 square feet, exclusive of cellar area and 3,401,731 square feet including the area of cellar.

Reference is here made to Sections 26 and 27 of the "Tenement House Act" which follows:

"SEC. 26. No building hereafter constructed as, or altered into a tenement house shall be occupied, in whole or in part, for human habitation until the issuance of a certificate by the officer aforesaid that said building conforms in all respects to the requirements of this act. Such certificate shall be issued within ten days after written application therefor, if said building, at the date of such application, shall be entitled thereto."

"SEC. 27. If any building hereafter constructed as, or altered into, a tenement house be occupied in whole or in part for human habitation in violation of the last section, during such unlawful occupation no rent shall be recoverable by the owner or lessee of such premises for said period, and no action or special proceedings shall be maintained therefor."

The bureau instituted inquiries relative to the observance of these requirements and the investigation resulted in the ascertainment that in but one of the six cities to which the law applies, were certificates issued as provided for in the statute. In this connection, however, it should be stated that in no instance, so far as could be ascertained, had any owner or agent for the leasing of tenement houses within the meaning of the act, given the necessary written application for such certificate.

It should be added furthermore that no occupant of a building of the class mentioned had claimed immunity from the payment of rent under the provisions of Section 27 by reason of occupancy in violation of Section 26 of the law.

It would seem that the law might well be so amended as to cause the issuance of certificates, in the absence of written applications therefor. The intent of the law in this regard is plain, but as above written, in the absence of applications, it has evidently been construed as to place no obligation upon the persons authorized to issue certificates as indicated.

HARTFORD.

The reports filed in this office by the building inspector of the city of Hartford disclose the information that permits were

granted for the erection of one hundred and forty-four of the class described as "tenement houses," within the meaning of the "Tenement House Act," during the year ended December 31, 1910.

Reference to the report of the inspector covering the year 1910 develops the interesting fact that the cost of the tenement and apartment houses mentioned above amounted to \$1,295,600. The report also exhibits the information that thirty-six of the three-family houses are of frame construction and fifty-two are built of brick. Five of the houses arranged for the occupancy of more than three families are of frame, the remaining fifty-one being of brick construction.

The average cost of the three family frame houses, according to the inspector's report, is \$5,617, and of the brick houses of the same class \$6,431. The average cost of the frame houses designed as apartment and tenement houses for the occupancy of more than three families, is reported to be \$4,500 and those of the same class constructed of brick \$14,441.

The specifications submitted for the construction of these buildings relating to the area of lot covered by the various structures show that one is planned to occupy over seventy per cent. of area of lot, two are designed to occupy over sixty and under seventy per cent. of lot, the same number occupy over fifty and under sixty per cent. of lot, sixteen take up a space of over forty and under fifty per cent. of lot, twenty-three occupy a space of over thirty and under forty per cent., forty-eight are built upon over twenty and under thirty per cent. of area of lot while fifty-two are constructed upon over ten and under twenty per cent. of lot area.

One of these buildings is designed for the occupancy of twenty-four families, the same number are arranged to be occupied by eighteen, sixteen, ten and nine families each respectively, six of the buildings are calculated for the use of eight families in each, forty-two are designed for six families each, three are designed for four families each and eighty-eight are arranged for the occupancy of three families each.

The one hundred and forty-four buildings included, the dimensions of which are shown in the reports on file, occupy a

floor space of 803,143 square feet, exclusive of cellar area, while the total area including cellar, is 1,053,963 square feet.

NEW HAVEN.

The reports from the building inspector of the city of New Haven give a description of one hundred and fifty-six buildings of the class described in the "Tenement House Act."

Six of the structures are so designed as to occupy over seventy and under eighty per cent. of the lot area, twelve are built upon over sixty and under seventy per cent. of the area of lot, sixteen occupy over fifty and under sixty per cent. of lot area, forty-six take up a space of over forty and under fifty per cent. of lot, forty-four occupy over thirty and under forty per cent. of the lot area, twenty-four are built upon over twenty and under thirty per cent. of ground space and eight take up over ten and under twenty per cent. of lot area.

The floor space of the buildings is 945,460 square feet, exclusive of cellar area and 1,254,193 square feet, including cellar area.

BRIDGEPORT.

The reports from the building inspector of the city of Bridgeport develops the information that permits were granted during the year for the construction of one hundred and eight buildings of the class described in the "Tenement House Act."

Of these buildings, seventy-five are arranged for the occupancy of three families in each, five are designed for four families each, four are arranged for five families each, seventeen for six, three are arranged for the occupancy of eight, nine and eleven families each respectively, three are calculated for the occupancy of twelve families each and one is built to accommodate sixteen families.

The dimensions of these buildings as given in the reports of the inspector, exhibit the information that one of them occupies less than ten per cent. of the lot area, twenty are built upon over ten and under twenty per cent. of the area of lot, thirty-nine occupy over twenty and under thirty per cent. of lot, twenty-six are built upon over thirty and under forty per cent. of lot area.

fifteen take up over forty and under fifty per cent. of lot, two occupy over fifty and under sixty per cent. of ground space, one is built upon over sixty and under seventy per cent. of lot area, three occupy over seventy and under eighty per cent. of area of lot and one takes up over eighty and under ninety per cent. of lot.

The floor space of these buildings as shown in the reports amounts to 475,300 square feet, exclusive of cellar area, and 631,842 square feet, including cellar area.

WATERBURY.

The reports from the building inspector of the city of Waterbury on file in this office show that one hundred and forty-seven permits were issued during the year for the construction of buildings of the class described in the "Tenement House Act."

Of this number one hundred and twenty-one are arranged for the occupancy of three families each, seven are designed for the use of four families each, one is planned for five families, twelve for six families each, two are calculated for eight families each, the same number are designed for twelve families each and two are arranged for the occupancy of sixteen and eighteen families in each respectively.

Twenty-eight reports from the inspector did not include the item in reference to area of lot covered by building. The remaining one hundred and nineteen reports which are on file, show that two of the buildings occupy under ten per cent. of the lot area, forty-two are built upon over ten and under twenty per cent. of area of lot, fifty-three occupy over twenty and under thirty per cent. of land area, seven take up over thirty and under forty per cent. of ground space, the same number occupy over forty and under fifty per cent. of lot, four are built upon over fifty and under sixty per cent. of lot, two occupy over sixty and under seventy per cent. of area of lot, one takes up over seventy and under eighty per cent. of land area and the same number occupies over eighty and under ninety per cent. of lot.

The floor space of the one hundred and forty-seven buildings

included amounts to 625,568 square feet, exclusive of cellar area, and 820,267 square feet, including area of cellar.

NEW BRITAIN.

There were ninety-one permits granted during the year by the building inspector of the city of New Britain for the erection of houses of the class described in the "Tenement House Act."

Two of the houses were so built as to occupy less than ten per cent. of lot area, thirty-five take up a space of over ten and under twenty per cent. of lot, thirty-seven are built upon over twenty and under thirty per cent. of lot area, nine occupy over thirty and under forty per cent. of lot, four take up over forty and under fifty per cent. of land space, one is built upon over fifty and under sixty per cent. of area of lot, and three occupy over sixty and under seventy per cent. of lot area.

The floor space of the buildings referred to above amounts to 437,990 square feet exclusive of cellar and 583,751 square feet, including area of cellar.

MERIDEN.

The official authorized to issue building permits in the city of Meriden filed twelve reports in this office relating to the construction of buildings of the class described in the "Tenement House Act."

One of the houses occupy a space of less than ten per cent. of the lot area, six are built upon over ten and under twenty per cent. of lot, four occupy over twenty and under thirty per cent. of lot area and one takes up over thirty and under forty per cent. of lot.

All of the buildings are designed for the occupancy of three families each and the floor space amounts to 39,996 square feet, exclusive of cellar area, and 53,328 square feet, including cellar floor space.

PROPOSED LAW.

The following is a copy of a proposed law which is to be introduced into the incoming Legislature at its session in January, 1911.

AN ACT CONCERNING the unhealthy conditions of Tenement Houses in this State; to safeguard the health of residents therein, and to establish a State Board of Tenement House supervision.

ARTICLE I.

1. Certain words in this Act are defined for the purposes thereof, as follows:

2. A tenement house is any house or building, or portion thereof, which is rented, leased, let or hired out to be occupied, or is occupied as the home or residence of three families or more, living independently of each other, and doing their cooking upon the premises; or by more than two families upon any floor so living and cooking, but having a common right in the halls, stairways, yards, waterclosets or privies, or some of them.

3. The word "shall" is always mandatory, and not directory, and denotes that the house shall be maintained in all respects according to the mandate, as long as it continues to be a tenement house.

4. The word "board" shall be construed as if followed by the words "charged with the enforcement of this Act."

5. The word "approved" shall be construed as if followed by the words "by the Board charged with the enforcement of this Act."

6. A building not erected for use as a tenement house, if hereafter converted, or altered to such use, shall thereupon become subject to all the provisions of this Act affecting Tenement houses hereafter erected.

ARTICLE 2.

7. No Wall paper or Kalsomine shall be placed upon any wall or ceiling of any tenement house, unless all old wall paper and

kalsomine shall be first removed therefrom and said wall and ceiling thoroughly repaired and cleaned.

8. In every Tenement house hereafter erected or now existing, the cellar walls and ceilings shall be thoroughly whitewashed or painted a light color by the owner, and shall be so maintained; such whitewash or paint shall be renewed whenever necessary, as may be required by the board.

9. In every Tenement house now existing; or hereafter erected, the walls of all yards, courts, inner courts and shafts, unless built of a light color brick or stone, shall be thoroughly whitewashed or painted a light color by the owner, and shall be so maintained; such whitewash or paint shall be renewed whenever necessary, as may be required by the board.

10. Every person who shall violate, or assist in the violation of any provision of this Act, shall be subject to a penalty of Twenty-five dollars, if such violation be wilful, or to a penalty of Ten dollars if such violation be not wilful.

11. Any person who shall interfere with the said board, or with any of its employees, in the performance of their duties under this Act, or under the lawful regulations of the said board, and shall prevent or attempt to prevent the said board, or any of its employees from the performance of their said duties, shall be subject to a penalty of Fifty dollars.

12. The owner of any Tenement house or part thereof, the Agent for said owner, the Lessee or Tenant of any Tenement house or part thereof, where any violation of this Act, or a nuisance exists, and any person who violates, or shall assist in the violation of any provision of this Act, or any legal notice or order of the said Board, shall jointly and severally for each such violation, be subject to a penalty of Twenty-five dollars if such violation be wilful, or to a penalty of Ten dollars if such violation be not wilful.

13. Such persons shall also be liable for all costs, expenses and disbursements paid or incurred by the said Board, or by any of the officers thereof, or by any Agent, employee or contractor of the same, in the removal of any such nuisance or violation.

14. Every Town, City, or Borough Court, every Justice of the Peace, and any Police Justice or Recorder in any Town, City or Borough is hereby empowered, on Oath or Affirmation made

according to law, that any person or persons has, or may have violated or assisted in the violation of any provision of this Act, to issue process at the suit of the State Board of Tenement house Supervision, either in the nature of a summons or warrant, against the person or persons so charged, which process shall, when in the nature of a warrant, be returnable forthwith, and when in the nature of a summons, shall be returnable in not less than one day, not more than ten entire days; such process shall state what paragraph of this Act and particular part or parts of said paragraph are alleged to have been violated by the defendant or defendants; and on the return of such process, or at any time to which the trial shall have been adjourned, the Court, Justice of the Peace, Police Justice or Recorder shall proceed to hear the testimony without the filing of any pleadings, and on being satisfied of the guilt of the defendant or defendants shall render judgment for the plaintiff in the sum of Twenty-five dollars, if it shall appear that the offence was wilful, but if it shall appear from the evidence that the offence was not wilful, judgment shall be rendered for the plaintiff in the sum of Ten dollars, and the said Court, Justice of the Peace, Police Justice or Recorder shall, if judgment be rendered for the plaintiff, forthwith issue execution against the goods and chattels and person of the defendant or defendants, and said Court, Justice of the Peace, Police Justice or Recorder is further empowered to cause any such defendant or defendants who may refuse or neglect to pay the amount of the judgment rendered against him, and all costs and charges incident thereto, to be committed to the county jail for a period not exceeding sixty days; and said Court, Justice of the Peace, Police Justice or Recorder is further empowered, in case any such defendant shall have been twice convicted of the violation of the same paragraph of this Act, or of continuing the same violation for which he was previously convicted, in addition to the payment of the penalty hereinbefore mentioned, to cause the defendant to be imprisoned in the County Jail with or without hard labor, for any number of days not in excess of one for each dollar of the penalty; provided, however, that no warrant shall issue against any owner or Lessee unless affidavit shall also first be made, that such Owner or Lessee is about to abscond from the State.

15. All fines, penalties and moneys imposed and collected under any provision of this Act, shall be paid by the Justice, or by the clerk or other officer of the Court receiving the same, to the Treasurer of the State of Connecticut.

ARTICLE 3.

16. The Governor is herewith authorized and empowered, by and with the advice and consent of the Senate, to appoint a commission to be known as the Connecticut State Board of Tenement house Supervision, to consist of five persons who shall hold office for the term of One, Two, Three, Four and Five years, as designated in their respective appointments, and until their successors shall have been appointed and qualified, and the Governor shall annually thereafter appoint one person to fill the vacancy in the said Board, who shall hold office for Five Years and until his successor shall have been appointed and qualified. If the office of any appointed member shall for any cause become vacant before the expiration of the term for which he was appointed, the same shall be filled by the Governor for the unexpired term only.

17. The members of the said Board shall receive no compensation for their services, but shall be allowed their expenses actually incurred in and about the work of the Board; which sum the Treasurer of this State is hereby authorized to pay from any moneys in the Treasury not otherwise appropriated, upon a warrant drawn by the said Board, signed by its President and attested by its Secretary.

18. Said Board shall make monthly reports of its proceedings to the Governor, and shall have at all times a correct and full itemized record of its work, which shall be open for inspection, upon the order, duly signed, of any Town, City or Borough Court, Justice of the Peace, Police Justice or Recorder.

19. The said Board shall have power to subpoena witnesses before it, with or without papers, by a subpoena signed by the Chairman, to administer them Oaths, and to compel their attendance by attachment to be issued on the order of said Board, and served by a proper authority.

Part V.

Directory of Labor Organizations.

- 1 COMPARISONS WITH FORMER YEARS.**
- 2 LOCATION.**
- 3 DIVISION BY TOWNS.**
- 4 STATE AND DISTRICT ORGANIZATIONS.**
- 5 NAMES OF SECRETARIES.**
- 6 POST OFFICE ADDRESSES.**



DIRECTORY OF LABOR ORGANIZATIONS.

There follows a list of labor organizations which is made as complete as has been possible. The changes from the last one issued are few except in the matter of the names and addresses of the secretaries.

Special efforts have been made to make the corrections necessary to bring the directory up to date although several changes have been recorded after the compilation had been placed in the hands of the printer.

In 1899 the number of active labor organizations in the state, as reported to the bureau was 214; in 1900, 270; in 1901, 340; in 1902, 510; in 1903, 591; in 1904, 524; in 1905, 508; in 1906, 511; in 1907, 476; in 1908, 485; in 1909, 478.

In the year 1910 there were found 490 local unions in existence; including the eighteen State and District Organizations, there were a total number of 508 classified as trade or labor unions. While the given localities of these organizations number fifty-four, there are four duplications as to towns, that is to say, Branford and Stony Creek are given as two localities, as are Farmington and Unionville, Plainfield and Moosup, and Norwich and Taftville. Thus there are fifty separate towns in which these organizations are located.

The number of unions, location of the same, and classification by towns follows:

Ansonia	7	Danielson (Killingly) ...	2
Baltic (Sprague)	2	Derby	11
Bethel	3	East Canaan (No. Canaan) ..	1
Branford	3	East Hartford	3
Bridgeport	37	Fairfield	1
Bristol	7	Farmington	1
Danbury	26	Greenwich	8

Hartford	65	Seymour	1
Hotchkissville (Woodbury) ..	2	Shelton (Huntington)... ..	2
Jewett City (Griswold)..	1	Southington	2
Long Hill (Trumbull)... ..	1	Stamford	17
Manchester	2	Stonington	1
Meriden	27	Stony Creek (Branford). ..	1
Middletown	12	Suffield	1
Moosup '(Plainfield)	1	Taftville (Norwich)	1
Naugatuck	3	Thomaston	1
New Britain	21	Thompsonville (Enfield). ..	7
New Canaan	3	Torrington	6
New Haven	60	Unionville (Farmington). ..	3
New London	23	Wallingford	6
New Milford	2	Waterbury	32
Northfield (Litchfield).. ..	1	Waterford	1
Norwalk and So. Norwalk ..	23	Willimantic (Windham). ..	11
Norwich	20	Winsted (Winchester)... ..	4
Oneco (Sterling)	1		
Plainfield	1		490
Putnam	3	State and District Or-	
Rockville (Vernon)	3	ganizations	18
Ridgefield	5		
Roxbury	1		508

STATE AND DISTRICT ORGANIZATIONS.

- Barbers' Protective Association, George Goss, 185 Main street, New London, Conn.
- Blacksmiths' and Blacksmiths' Helpers' District Council, No. 8, International Brotherhood of (N. Y., N. H. & H. R. R.), Alex Wilson, 39 Arthur street, New Haven, Conn.
- Bricklayers', Masons' and Plasterers' State Conference, Philip G. McDermott, 108 Adeline street, New Haven, Conn.
- Car Workers' Trades Council of the New York, New Haven & Hartford System, Frank Gannon, 112 Union avenue, West Haven, Conn.
- Carpenters' and Joiners' State Council, George Chandler, 125 Greenwich avenue, Greenwich, Conn.
- Connecticut State Association of Journeymen Plumbers, Gas and Steam Fitters, Walter Walsh, 44 Hawthorne avenue, Derby, Conn.
- Connecticut District Lodge of Machinists, No. 22, C. S. Coe, 151 Seabright avenue, Bridgeport, Conn.
- Connecticut Federation of Labor, P. H. Connolley, 194 Main street, Danbury, Conn.

- Electrical Workers, New England District Council, Charles W. Hanscom, Room 8, Johnson Building, Quincy, Mass.
- Molders' Union, International New England Conference, Board of, Frank McGee, 82 Birch street, Worcester, Mass.
- New England Typographical Union, Charles Carroll, 538 Bannigan Building, Providence, R. I.
- Painters', Decorators' and Paperhangers' State Conference, James J. Dunne, P. O. Box No. 897, Hartford, Conn.
- Railway Track Foremen, New England Order, A. N. DeMore, 697 Campbell avenue, West Haven, Conn.
- Retail Clerks' International Protective Association, New England District Organization, No. 2, F. J. Kiernan, P. O. Box 111, East Boston, Mass.
- Railroad Station Agents, J. J. Mullane, Thompsonville, Conn.
- Sheet Metal Workers, N. E. District Council of, W. H. Partridge, P. O. Box 480, Hartford, Conn.
- Wire Weavers' Benevolent and Protective Association, Eastern Division, A. A. Brooks, 229 Chestnut street, Holyoke, Mass.

LOCAL UNIONS.

ANSONIA.

- Amalgamated Society of Engineers, R. C. Bell, 36 Fifth street.
- Bricklayers' Union, No. 15, Joseph J. Blackham, 116 Jackson street.
- Cigar Makers' Union, No. 103, J. Zeigler, 18 Clifton avenue.
- Iron Moders' Union, No. 71, Edward Bleakley, 23 Clarkson street.
- Machinists Lodge, No. 362, J. X. Lovelle, 55 No. Cliff street.
- Musicians' Union, No. 113, H. H. Jordan, P. O. Box 167.
- Pattern Makers' Association, Samuel McAulay, 86 North State street.

BALTIC (Sprague).

- Spinners' Union, Charles B. Barnes, P. O. Box 81.
- Weavers' Union, No. 338, William Fideout, P. O. Box No. 142.

BETHEL.

- Hat Finishers' Association, No. 2, William P. Bailey, P. O. Box 243.
- Hat Makers' Association, No. 1, Charles O. Lathrop, P. O. Box 385.
- Hat Trimmers' Union, No. 300, Mrs. Edward Treadwell, 72 South street.

BRANFORD.

Bartenders' Union, No. 529, Jeremiah Brannigan, Russell street.
Carpenters' and Joiners' Union, No. 995, Hugh McGowan, P. O. Box 642.
Iron Molders' Union, No. 82, William Hinchy, 15 Ivy street.

BRIDGEPORT.

Amalgamated Society of Engineers, Henry Connor, 442 Poplar street.
Bakers' Union, No. 38, A. Striebe, 161 Goddard avenue.
Barbers' Union, No. 288, John T. Stein, 1036 Main street.
Bartenders' Union, No. 256, J. M. Sears, 868 Broad street.
Brewers' Union, No. 40, Carl Lang, 271 Lindley street.
Bricklayers' and Plasterers' Union, No. 2, Daniel McPadden, 1400 East Main street.
Building Laborers' Union, No. 9, Michael McGee, 408 Benham avenue.
Carpenters' and Joiners' Union, No. 115, E. Elmendorf, 671 Kossuth street.
Central Labor Union, John J. O'Neill, 173 Cannon street.
Cigar Makers' Union, No. 282, George Engelhard, 80 Edwin street.
Electrical Workers' Union, No. 521, E. E. Graham, P. O. Box 929.
Garment Workers' Union, No. 80 (Ladies), Mr. M. Shapiro, 98 Madison avenue.
Granite Cutters' Union, E. F. Decatur, P. O. Box 770.
Iron Molders' Union, No. 110, Joseph L. Klein, 52 Fulton street.
Machinists' and Tool Makers' Lodge, No. 30, A. J. French, 575 Logan street.
Meat Cutters' Union, No. 238, Robert C. Denzel, 227 South avenue.
Musical Protective Union, No. 63, W. J. Dixon, 483 Arctic street.
Painters' and Decorators' Union, No. 190, A. J. McKeon, P. O. Box 914.
Pattern Makers' Association, Harold Neale, 155 Huntington Road.
Plumbers', Steam and Gas Fitters' Union, No. 173, D. J. McCoy, 162 Frank street.
Pocket Knife Grinders' and Finishers' Union, No. 1, F. A. Didsbury, 508 Brook street.
Polishers' and Buffers' Union, No. 40, Harry Howard, 587 Warren street.
Printing Pressmen's Union, No. 175, A. M. Livermore, 73 Clifford street.
Railroad Trainmen's Lodge, No. 111, C. M. O'Brien, 1062 Stratford avenue.
Railway Clerks' Order, No. 81, G. W. Carey, Stratford, Conn.
Retail Clerks' Union, No. 451, George J. Lavery, 611 State street.
Sign and Pictorial Painters' Union, No. 731, A. J. Skidmore, 527 Seaview avenue.
Sheet Metal Workers' Union, No. 114, Otto Bahn, 2628 North avenue.
Slate and Tile Roofers' Union, No. 6, Jasper McLevy, 1313 North avenue.
Stationary Firemen's Lodge.
Steam Fitters' Union, No. 66, Joseph Kiley, 133 Main street.
Stone Masons' Union, No. 4, Samuel M. McCarthy, 62 Maple street.

Street Railway Employes' Union, No. 459, Wm. J. Pixley, 552 Union avenue.

Structural Building Trades Alliance, James J. Dunn, 465 Lafayette street.

Theatrical Stage Employes' Union, No. 109, W. B. Jackson, P. O. Box 568.

Typographical Union, No. 252, P. W. Pulver, 806 Broad street.

Wood, Wire and Metal Lathers' Union, No. 23, Henry McCarty, 878 Main street.

BRISTOL.

Building Laborers' Union, No. 13, T. Formagioni, 3 Root Island.

Bricklayers', Masons' and Plasterers' Union, No. 25, Henry Gosselin, 27 Divinity street.

Carpenters' and Joiners' Union, No. 952, C. H. Peck, 323 Summer street.

Musicians' Union, No. 432, F. H. Steele, Maple avenue, Eedgewood.

Painters', Paperhangers' and Decorators' Union, No 663, H. W. Perkins, 74 Divinity street.

Plumbers' Union, No. 410, O. E. Bauman, P. O. Box 16, Farmington, Conn.

Table Knife Grinders' Union, No. 18, John F. Gleason, 76 Chestnut street.

DANBURY.

Bakers' Union, No. 193, Charles Steinhart, 65 Franklin street.

Barbers' Union, No. 175, William Dittmar, 10 Elm street.

Bartenders' Union No. 255, C. B. Finnegan, 41 W. Wooster street.

Bootblacks' Protective Union, No. 11623, C. Vigno, 287 Main street.

Boot and Shoe Workers' Union, No. 323, Tony Barber, 117 South street.

Bricklayers', Masons' and Plasterers' Union, No. 22, Chas. Johnson, Box 16.

Building Laborers' Union, No. 10, Joe Larese, 2 Marcus avenue.

Carpenters' and Joiners' Union, No. 927, G. E. Mabie, 1 Daly Place.

Central Labor Union, Edwin Daniels, 136 South street.

Cigar Makers' Union, No. 180, John H. Riley, 147 Main street.

Electrical Workers' Union, No. 195, George L. Hoyle, 309 Main street.

Hat Finishers' Association, No. 11, H. C. Shalvoy, 192 Main street.

Hat Makers' Association, No. 10, P. H. Connolley, 194 Main street.

Hat Tip Printers' Union, No. 1, Ford H. Anderson, Jr., 55 Jefferson avenue.

Hat Trimmers' Union, Nellie H. Gallagher, 44 Stone street.

Locomotive Firemen's Lodge, No. 493, W. L. Pike, 68 Park avenue.

Musicians' Union, No. 87, H. W. Ruffels, 229 Main street.

Painters' and Decorators' Union, No. 522, A. A. Scott, 71 Maple avenue.

Paper Box Makers' Union, No. 9309, John J. Rohde, 46 Chestnut street.

Plumbers', Gas and Steam Fitters' Union, No. 303, E. C. Latimer, 4 Rowan street.
Railway Clerks' Order, No. 21, F. A. Miller, 40 Division street.
Railroad Trainmen's Lodge, No. 332, W. H. Murray, 9½ Delay street.
Street Railway Employees' Division, No. 269, H. Jones, 87 Town Hill avenue.
Tailors' Union, No. 7, A. Weidl, 13 Delay street.
Team Drivers' Union, No. 151, M. Edwin Harrison, 388 Main street.
Typographical Union, No. 143, F. G. Capron, 23 Granville avenue.

DANIELSON (Killingly).

Bricklayers', Masons' and Plasterers' Union, No. 21, Elmer Williams, R. F. D.
Carpenters' and Joiners' Union, No. 623, Frank Young, P. O. Box 138.

DERBY.

Barbers' Union, No. 216, Fred G. Ware, 48 Liberty street.
Bartenders' Union, No. 229, A. L. Rapp, 492 Howe avenue, Shelton, Conn.
Brewers' Union, No. 37, Branch No. 1, William Karg, 103 Clifton avenue, Ansonia, Conn.
Carpenters' and Joiners' Union, No. 127, Robert Clark, 169 Elizabeth street.
Central Labor Union, William J. Karg, 103 Clifton avenue.
Machinists' Lodge, No. 259, Wm. Robertson, North avenue.
Meat Cutters' Union, No. 239, Henry Sweetman, P. O. Box 144, Shelton, Conn.
Painters', Paperhangers' and Decorators' Union, No. 99, L. Hoyle, 175 North Main street, Ansonia, Conn.
Plumbers' Union, No. 132, Ed. Gaffney, 66 Central street, Ansonia, Conn.
Street Railway Employees' Union, No. 469, J. H. Braun, 45 New street, Shelton, Conn.
Typographical Union, No. 365, George Baum, 85 Myrtle avenue, Ansonia, Conn.

EAST CANAAN (North Canaan).

Stone Cutters' Union, D. McGregor, P. O. Box 71, Ashley Falls, Mass.

EAST HARTFORD.

Blacksmiths' Union, No. 267, Peter Hensen, 1233 Main street, Hartford, Conn.
Railroad Trainmen's Order, No. 551, H. E. Ericson, 64 Burnside avenue.
Switchmen's Union, M. N. Shugrue, 42 Ranney street.

FAIRFIELD.

Carpenters' and Joiners' Union, No. 647, Fred Marburg, P. O. Box 14.

FARMINGTON.

Painters' and Decorators' Union, No. 845, J. J. Broadbent.

GREENWICH.

Bartenders' Union, No. 455, Arthur F. O'Neil, 135 Milbank avenue.

Bricklayers' and Masons' Union, No. 14, Aleck Mackie, 127 E. Elm street.

Building Laborers' Union, No. 240, George Slauson, Highland Park.

Building Trades Department, A. F. of L., George Chandler, 125 Greenwich avenue.

Carpenters' and Joiners' Union, No. 96, A. G. Smith, 28 William street.

Painters', Decorators' and Paperhangers' Union, No. 17, W. L. Horton, 71 William street.

Plumbers' Union, No. 133, Richard Canfield, 95 Railroad avenue.

Sheet Metal Workers' Union, No. 21, W. G. Ferris, Locust street.

HARTFORD.

Allied Printing Trades Council, S. T. Pfund, P. O. Box 856.

Amalgamated Society of Engineers, H. S. Guy, 136 Windsor avenue.

Assistant Printing Pressmen's Union, No. 60, J. F. Sullivan, 1425 Broad street.

Assorters' and Packers' Union, No. 8316, Miss Etta Kittson, 23 Ward street.

Bakery and Confectionery Workers' Union, No. 8, Fred H. Snyder, 52 Market street.

Bakery and Confectionery Workers' Union, No. 80 (Jewish), L. Ritscher, 109 Glendale avenue.

Barbers' Union, No. 73, Joseph S. Stern, 6 Charter Oak avenue.

Bartenders' Union, No. 200, Frank Madden, 50 Annawan street.

Boiler Makers' Union, No. 237, David F. Feeney, 78 Brook street.

Bookbinders' Union, No. 15, Edward M. Clark, 47 Linden street.

Brass Molders' Union, No. 11, James J. Bumster, 194 Ward street.

Brewery Workers' Union, No. 35, A. Wardinski, 222 Zion street.

Brewery Workers' Union, No. 35, Branch No. 2, Russell E. Miller, 29 Center street.

Bricklayers', Masons' and Plasterers' Union, No. 1, George Watson, P. O. Box 590.

- Bridge Carpenters' and Joiners' Union, No. 1437, Alex A. O. Olsen, Newington Junction, Conn.
- Building Laborers' Union, No. 3, James Shea, 50 Trumbull street.
- Carpeters' and Joiners' Union, No. 43, G. E. Miskill, 21 May street.
- Carriage Workers' Union, No. 112, John C. Duncan, 161 Russ street.
- Car Workers' Union, No. 29, William Carey, 28 Grace street.
- Central Labor Union, Louis H. Taylor, Box 29.
- Cigar Makers' Union, No. 42, Eli Brunell, 7 Central Row.
- Electrical Workers' Union, No. 35 (Inside), Benjamin F. Day, 36 Whitmore street.
- Electrical Workers' Union, No. 37, D. M. Murphy, P. O. Box 744.
- Granite Cutters' Union, Wm. W. Greene, 80 Hartford avenue, New Britain, Conn.
- Hat and Cap Makers' Union, No. 31, J. Chaimson, 26 North street.
- Horse Nail Workers' Union, No. 6170, B. M. Hitchcock, 25 Annawan street.
- Horseshoers' Union, No. 14, Frank B. Ansinger, 34 Elm street.
- International Molders' Union, No. 73, N. N. Lind, 626 Broad street.
- Lathers' Union, No. 78, Henry Boudreau, 8 Marlborough street.
- Leather Workers on Horse Goods' Union, No 79, J. M. Morse, 243 Capen street.
- Letter Carriers' Association, No. 86, Francis H. Woodbury, 25 Mahl avenue.
- Lithographers' Union, John McGowan, 385 Wethersfield avenue.
- Locomotive Engineers' Division, No. 205, E. E. Bill, 29 Mansfield street.
- Locomotive Firemen's Lodge, No. 285, John Clancy, 32 Ranney street, East Hartford.
- Machinists' Lodge, No. 354, J. M. Linnon, 209 Zion street.
- Meat Cutters' Union, No. 180, Joseph J. Carow, 1107 Main street.
- Musicians' Union, No. 400, E. J. Doherty, 72 Retreat avenue.
- Painters', Decorators' and Paperhangers' Union, No 481, Ed. Leturmy, P. O. Box 193.
- Patternmakers' Association, William McClellan, 3 Asylum street, Room No. 6.
- Photo Engravers' Union, No. 33, Matthew E. Dowd, 5 Clinton street.
- Plumbers' Union, No. 76, F. J. Murphy, 90 Bellevue street.
- Polishers' and Buffers' Union, No. 35, James J. Kennedy, 338 Park street.
- Post Office Clerks' Association, No. 54, Francis P. Horan, 133 Homestead avenue.
- Printing Pressmen's Union, No. 75, Ed. A. White, 746 Broad street.
- Prompters' Union, No. 170, Frank W. Barrows, 242 Pearl street.
- Railway Clerks' Lodge, No. 186, C. J. Sullivan, P. O. Box No. 2, Newington, Conn.
- Railway Conductors' Order No. 50, C. H. Curtiss, 265 Main street, Bristol, Conn.

Railroad Trainmen's Lodge, No. 118, G. C. Van Ostrem, 17 Seyms street.
 Retail Clerks' Union, No. 295, W. W. Farr, 37 Madison street.
 Sheet Metal Workers' Union, No. 77, W. H. Partridge, P. O. Box 480.
 Slate and Tile Roofers' Union, No. 5, John Walker, 24 Wolcott street.
 Stationary Firemen's Union, No. 258, Joseph O'Donnell, 9 Benton street.
 Stereotypers' Union, No. 27, George W. Langreth, P. O. Box 161.
 Stereotypers' and Electrotypers' Union, No 74, John B. Rohin, 27 Bliss street.
 Steam Fitters' Union, No. 44, M. McD. White, 853 Park street.
 Steam Fitters' and Helpers' Union, No. 218, John M. Brooks, 38 Beach street.
 Stone Cutters' Union, C. H. Keith, 33 New Park avenue.
 Street Railway Employes' Division, No. 425, E. P. Lawton, 36 Franklin avenue.
 Structural Building Trades Alliance, W. J. Moran, P. O. Box 615.
 Tailors' Union, No. 139, F. Holmgren, 8 State street.
 Theatrical Stage Employes' Union, No. 84, Gus May, P. O. Box 795.
 Tile Layers' Union, No. 31, George A McIntire, 33 Summer street.
 Tobacco Strippers' Union, No. 10227, Miss Lucy T. Doyle, 639 Windsor avenue.
 Typographical Union, No. 127, S. T. Pfund, P. O. Box 856.
 Waiters' and Cooks' Alliance, No. 394, E. E. Dean, 180 Bellevue street.

HOTCHKISSVILLE (Woodbury).

Pocket Knife Blade Grinders' and Finishers' Union, Harry Travers, Hotchkissville, Conn.
 Pocket Knife Makers' Union, No. 12349, W. G. Norton, Hotchkissville, Conn.

JEWETT CITY (Griswold).

Mule Spinners' Union, J. S. Sullivan, P. O. Box 165.

LONG HILL (Trumbull).

Cigar Makers' Union, No. 139, Chas. G. Peet, Box 19, Long Hill.

MANCHESTER.

Bricklayers', Masons' and Plasterers' Union, No. 20, Thomas F. Peckham.
 Carpenters' Union, No. 757, C. E. Truax, 3 Spring street.

MERIDEN.

Allied Printing Trades Council, T. E. Lawlor, 127 Liberty street.
Bakers' Union, No. 60, Charles Toifi, 238 South Spring street.
Barbers' Union, No. 88, Thomas Buono, 21 East Main street.
Bartenders' Union, No. 159, John C. Hoban, 12½ Pratt street.
Brewers' Union, No. 51, James E. Horrigan, 87 Camp street.
Bricklayers', Masons' and Plasterers' Union, No. 9, George Arnold, Broad street.
Building Laborers' Union, No. 12, R. Nesh, 20 Pine street.
Carpenters' Union, No. 920, George J. Stanley, 405 Broad street.
Central Labor Union, George J. Stanley, 405 Broad street.
Cigar Makers' Union, No. 484, William Pfitzenmeier, Box 325.
Glass Cutters' Union, No. 63, George Chance, 411 Pratt street.
Granite Cutters' Union, W. Greenwood, 7 Home avenue.
Iron Molders' Union, No. 74, W. W. C. Corves, 40 South Second street.
Lathers' Union, No. 296, James A. Galpin, Old Colony Road.
Meat Cutters' Union, No. 67, George Liddell, 24 Orange street.
Musical Protective Union, No. 55, John H. Hill, 203 State street.
Painters' and Decorators' Union, No. 685, Wm. J. Buckley, 55 Grove street.
Plumbers' Union, No. 21, A. E. Brodeur, P. O. Box 489.
Pocket Knife Grinders' Union, No. 4, Benjamin Strobel, Steuben street.
Polishers' and Buffers' Union, No. 8, E. P. Coyle, 320 Cook avenue.
Printing Pressmen's Union, No. 156, W. E. Corrigan, 32 Goodwill avenue.
Retail Clerks' Union, No. 56, A. P. Hagner, P. O. Box 185.
Sheet Metal Workers' Union, No. 307, Martin Lenoke, 54 North street.
Street Railway Employees' Division, No. 163, Gustave Tittle, 9 Hickory street.
Table Knife Grinders' Union, John Finn, North First street.
Table Knife Grinders' Union, No. 3, Herbert Hinde, P. O. Box 94, South Meriden.
Typographical Union, No. 314, H. C. Maydwell, 9 Randolph avenue.

MIDDLETOWN.

Bartenders' Union, No. 469, Matthew Griffin, 227 Main street, South Farms, Middletown, Conn.
Building Laborers' Union, No. 14, F. Granaldi, 11 Elm street.
Bricklayers' and Masons' Union, No. 11, John O'Brien, 148 Liberty street.
Carpenters' Union, No. 1512, James W. Padgett, 3 Alsop avenue.
Cigar Makers' Union, No. 299, Charles Anderson, Box 737.
Granite Cutters' Union, J. Kahre, 254 Pearl street.
Iron Molders' Union, No. 373, Harry Howard, Portland, Conn.
Meat Cutters' Union, No. 262, Leter J. Martin, 10 Mill street.
Musical Protective Union, No. 499, A. E. Leonard, 7 Cooley avenue.
Painters' Union, No. 667, J. F. Collins, 470 Main street.

Plumbers', Gas Fitters', Steam Fitters' and Helpers' Union, No. 346, F. R. Hutchinson, P. O. Box 522.
Street Railway Employees' Division, No. 479, John A. Sanstrom, 138 Spring street.

MOOSUP (Plainfield).

Cotton Spinners' Union, Michael J. Tierney, P. O. Box 38, Central Village.

NAUGATUCK.

Carpenters' Union, No. 804, Thomas F. Maher, care Naugatuck Hotel.
Musicians' Union, No. 445, Thomas J. McGovern..
Painters' and Decorators' Union, No. 418, C. J. Conley, 32 Hoadley street.

NEW BRITAIN.

Bakers' Union, No. 107, F. V. Schwer, P. O. Box 1016.
Barbers' Union, No. 316, John J. Cunningham, 86 Daly street.
Bartenders' Union, No. 166, James E. O'Brien, 87 Beaver street.
Brewery Workers' Union, No. 35, Branch No. 3, John Schaub, care Cremo Brewing Co.
Bricklayers' and Plasterers' Union, No. 3, John McLarney, 150 Lawlor street.
Building Laborers' Union, No. 4, S. Morelli, P. O. Box 1013.
Building Trades Council, Charles Weare, 184 Arch street.
Carpenters' Union, No. 97, Harry A. Carlson, 17 Cottage Place.
Carpenters' Union, No. 1672, John Hiltbold, 153 Greenwood street.
Central Labor Union, F. A. Goddard, 353 Church street.
Cigar Makers' Union, No. 321, F. A. Goddard, 298 Main street.
Iron Molders' Union, No. 241, C. J. Anderson, 94 Griswold street.
Meat Cutters' Union, No. 316, E. F. Hartney, 43 Taylor street.
Musicians' Union, No. 440, E. H. Parker, 9 Chestnut street.
Painters' and Decorators' Union, No. 21, M. T. Clark, 414 Arch street.
Pocket Knife Blade Grinders' and Finishers' Union, Wilfred Hawksworth, 192 Washington street.
Polishers' and Buffers' Union, No. 126, John F. Burns, 68 Seymour street.
Plumbers' Union, No. 256, Claude Leroux, 65 North Glen street.
Railway Clerks' Lodge, No. 62, F. J. Massack, 263 North Main street, Bristol, Conn.
Steam Fitters' Union, No. 43, James M. Lynch, 61 South Burritt street.
Typographical Union, No. 679, H. J. Woodward, 152 Hartford avenue.

NEW CANAAN.

Carpenters' Union, No. 409, Robert R. Davis, P. O. Box 30.
Bricklayers', Masons' and Plasterers' Union, No 29, Wm. J. Campbell,
P. O. Box 203.
Building Laborers' Union, A. Chiappinelli, P. O. Box 351.

NEW HAVEN.

Allied Printing Trades Council, A. Lubinsky, 619 Congress avenue.
Bakers' Union, No. 11, Max Bornemann, 385 Washington avenue.
Bakers' Union, No. 171, Louis Greenwalt, 146 Lafayette street.
Barbers' Union, No. 215, Thomas G. Lise, 106 South Water street.
Bartenders' Union, No. 217, Ed. T. Mullen, 275 Lombard street.
Blacksmiths' Union, No. 180, Alex Wilson, 39 Arthur street.
Boiler Makers' Union, No. 61, John F. Kenney, 249 Putnam street.
Boiler Makers' Helpers' Union, No. 96, Hugh Curnan, 149 Plymouth street.
Bottlers' Union, No. 2, A. L. Bland, 167 Greenwich street.
Bricklayers' and Plasterers' Union, No. 6, James Confrey, 606 Congress avenue.
Building Laborers' Union, No. 5, C. DeNicolò, 213 Ferry street.
Brewery Workers' Union, No. 37, Henry Kossbiel, 46 Orchard street.
Bridge and Structural Iron Workers' Union, No. 15, John Andrews, 39 Wadsworth street, Hartford, Conn.
Cloth Hat and Cap Makers' Union, No. 28, M. Pergament, 36 Broad street.
Car Workers' Lodge, No. 48, A. L. Hamilton, 243 Lombard street.
Carpenters' Union, No. 79, C. W. Mordecai, 148 Harriett street.
Carpenters' Union, No. 611 (Mill), James A. Scott, 26 Baldwin street.
Carpenters' Union, No. 1742 (Jewish), A. A. Cilson, 39 Spruce street.
Cigar Makers' Union, No. 39, F. A. Grube, 23 Church street.
Engineers' and Janitors' Association, D. A. Murray, 7 Greenwood street.
Electrical Workers' Union, No. 90, F. Horan, 195 Columbus avenue.
Federal Labor Union, No. 13008, C. H. Brown, Mountain street, Williamantic, Conn.
Granite Cutters' Union, No. 62, John Affinito, 70 Hill street.
Iron Molders' Union, No. 60, John Peterson, 179 Main street.
Lathers' Union, No. 215, E. T. Stevenson, 121 Davenport avenue.
Laundry Workers' Union.
Locomotive Engineers' Division, No. 77, F. B. Gates, 354 Davenport avenue.
Locomotive Firemen's Lodge, No. 284, George J. Bott, 50 Arch street.
Machinists' Lodge, No. 420, H. S. Hinsch, 187 Dixwell avenue.
Machinists' Lodge, No. 726, W. H. Lorenz, 633 Howard avenue.
Machinists' Lodge, No. 60, J. C. Ready, 51 Orchard street.

- Masons' Union, No. 7, Phil. G McDermott, 108 Adeline street.
 Meat Cutters' Union, No. 282, J. P. Bohn, 171 West street.
 Meat Cutters' and Butcher Workmen's Union, No. 467, E. M. White,
 227½ E. 4th street.
 Musicians' Union, No. 234, Henry G. Nicholls, 228 Dixwell avenue.
 Painters' Union, No. 409, James J. Dunne, P. O. Box 887.
 Paper Box Makers' Union, No. 9309, Charles Sperork, 73 Main street.
 Pattern Makers' Association, E. Brooks, 1376 State street.
 Plumbers', Steam and Gas Fitters' Union, No. 349, W. F. Blake, 68
 Haven street.
 Polishers' and Buffers' Union, No. 25, Patrick Burns, 181 James street.
 Printing Pressmen's Union, No 74, H. J. Mullen, P. O. Box 1463.
 Railway Clerk' Order, No. 224, A. J Guthrie, 613 Howard avenue.
 Railway Clerks' Order, No. 227, Thomas J. Kennedy, 260 Portsea street.
 Railway Conductors' Order, No. 1 (Independent), William Pardee, 348
 Crown street.
 Railway Conductors' Order, No. 317, Frank J. Flannigan, 272 Portsea
 street.
 Railroad Trainmen's Lodge, No. 201, J. L. Wynne, 17 Adeline street.
 Railroad Telegraphers' Order, No. 29, G. F. McCormack, 95 Main street,
 West Haven, Conn.
 Sheet Metal Workers' Union, No. 225, James Cobey, 979 State street.
 Stationary Firemen's Lodge.
 Steam Engineers' Union, No. 192, F. R. Fairbanks, 454 Forbes avenue.
 Stereotypers' Union, No. 83, George C. Wright, 79 Lyon street.
 Steam Fitters' Union, No. 16, John Collins, 62 Liberty street.
 Stone Cutters' Union, W. B. Christie, 5 Hine Place.
 Street Railway Employees' Division, No. 281, James J. Lynch, 450 Chapel
 street.
 Tailors' Union, No. 22, R. Linden, P. O. Box 786.
 Theatrical Stage Employees' Union, No. 74, John A. O'Brien, 175 Chest-
 nut street.
 Tobacco Strippers' Union, No. 12046, Miss Katherine Goodkind, 130 Con-
 gress avenue.
 Trades' Council, Joseph J. Reilly, Box 1341.
 Typographical Union, No. 47, E. R. Ottarson, P. O. Box, No. 1269.
 Wood Carvers' Association, Louis LaPorte, 266 Brown street, West Ha-
 ven, Conn.

NEW LONDON.

- Barbers' Union, No. 330, George Goss, 185 Main street.
 Bartenders' Union, No. 356, James T. Dray, 50 Hempstead street.
 Bricklayers', Masons' and Plasterers' Union, No. 10, Frank Delmore,
 Connecticut avenue.
 Brewery Workers' Union, No. 35, J. Sauersapf, 85 Huntington street.

Building Laborers' Union, No. 242.
Carpenters' Union, No. 30, Percy White, 75 Jefferson avenue.
Central Labor Union, Alex Murphy, 28 Connecticut avenue.
Electrical Workers' Union, No. 543, R. J. Frost, 115 Connecticut avenue.
Granite Cutters' Union, Albert A. Daniels, Groton, Conn.
Iron Molders' Union, No. 156, O. H. Bennet, 109 Montauk avenue.
Labor Council, William A. Hoyle, Roosevelt street.
Locomotive Engineers' Division, No. 348, G. H. Vassar, 104 Main street.
Locomotive Firemen and Enginemen Lodge, No 608, A. H. Frink, 29 Cottage street.
Machinists' Lodge, No. 617, Wm. J. McClue, 12 Home street.
Marine Engineers' Association, Frank K. Beckwith, 58 Howard street.
Musicians' Union, No. 285, Harry S. Schlink, 27 Union street.
Painters' and Decorators' Union, No. 842, George Barton, 12 Bank street.
Plumbers' Union, No. 305, Thomas R. Murray, Jr.
Railway Conductors' Division, No. 500, George L. Spafford, 105 Broad street.
Railway Clerks' Lodge, No. 107, C. A. Adams, 15 Borodell Place.
Railroad Trainmen's Lodge, No. 496, C. W. Stinespring, 44 Church street.
Street Railway Employes' Division, No. 482, William J. Rose, P. O. Box 286.
Typographical Union, No. 159, Julian D. Moran, P. O. Box 248.

NEW MILFORD.

Carpenters' Union, No. 1005, James G. Mealia, P. O. Box 714.
Painters' and Decorators' Union, No. 640, William Wohler.

NORTHFIELD (Litchfield).

Pocket Knife Grinders' Union, Joe Roberts, Northfield, Conn.

NORWALK AND SOUTH NORWALK.

Bakers' Union, Horace Webb, 25 First street, East Norwalk.
Barbers' Union, No. 72, Charles Oddo, 193½ Washington street, South Norwalk.
Bartenders' Union, No. 269, Edward Jondreau, 100 Woodward avenue, South Norwalk.
Bricklayers' and Masons' Union, No. 13, William O. Smith, 60 Meadow street, South Norwalk.
Building Laborers' Union, No. 276, Gabriele Marino, 103 Lexington avenue, South Norwalk.

- Carpenters' Union, No. 746, William E. Riordan, 39 Orchard street, Norwalk.
- Central Labor Union, Mrs. Fannie J. Joyce, 16 Monroe street, South Norwalk.
- Cigar Makers' Union, No. 26, William F. Korn, Quintard avenue, South Norwalk.
- Hat Finishers' Association, No. 16, Stephen J. Sculley, 12 Monroe street, South Norwalk.
- Hat Makers' Association, No. 15, John W. Smith, 38 Elmwood avenue, South Norwalk.
- Hat Trimmers' Association, Miss Emma F Buxton, 16 West avenue, South Norwalk.
- Iron Molders' Union, No. 209, Dan Gormley, 12 Prospect avenue, Norwalk.
- Musicians' Union, No. 52, Rufus J. Smith, 36 Spring Street, South Norwalk.
- Oyster Openers' Union, No. 13081, L. W. Laud, 23 Day street, South Norwalk.
- Painters', Decorators' and Paperhangers' Union, No 527, John V. Keller, 54 Woodward avenue, South Norwalk.
- Plumbers' Union, No. 222, Harry E. Smith, 15 Union Place, Norwalk.
- Sheet Metal Workers' Alliance, No. 127, Oliver Johnson, 16 Hillside Place, South Norwalk.
- Silk Workers' Union, Frank Fried, 158 Main street, Norwalk.
- Stone Masons' Union, No. 24, B. Sorco, 25 Concord street, South Norwalk.
- Street Railway Employes' Division, No. 476, F. R. Barker, 14 West street, South Norwalk.
- Tailors' Union, No. 364, Louis Klein, 24 North Main street, South Norwalk.
- Team Drivers' Union, No. 293, William E. Buxton, 25 River street, Norwalk.
- Typographical Union, No. 529, Walter S. Ireland, Broad River, Norwalk.

NORWICH.

- Barbers' Union, No. 337, D. A. Abendroth, 36 Broadway.
- Bartenders', Hotel and Restaurant Employes' Union, No. 367, George D. Ballou, 50 Union street.
- Bricklayers' and Masons' Union, No. 12, Henry F. Gee, 243 Laurel Hill avenue.
- Building Laborers' Union, No. 15, James Forgarty, 42 Mt. Pleasant street.
- Building Trades Council, Walter Spaulding, 494 Main street.
- Carpenters' Union, No. 137, M. J. Kelley, P. O. Box 80.
- Central Labor Union, Walter H Spaulding, 494 Main street
- Cigar Makers' Union, No 407, R. A. Krohn, 144 Boswell avenue.

Electrical Workers' Union, No. 343, W. Pearson, 69 Pearl street.
Iron Molders' Union, No. 126, M. F. Dougherty, 35 Ward street.
Meat Cutters' Union, No. 335, James McCarthy, 625 South 5th street.
Musicians' Union, No. 235, Fred N. Clark, 245 West Main street.
Painters', Paperhangers' and Decorators' Union, No. 630, J. C. Young,
Uncas Hotel, Railroad avenue.
Polishers', Brass Workers' and Buffers' Union, No. 169, Dominick Be-
dard, 23 North Cliff street.
Plumbers' and Steam Fitters' Union, No. 267, J. J. Shea, 472 Boswell
avenue.
Stationary Firemen's Union, No. 91, John Driscoll, 56 Central avenue.
Stone Masons' Union, No. 28, James H. Kellas, 272 Boswell avenue.
Street Railway Division Employes, No. 262, C. M. Douglas, 490 Main
street.
Textile Workers' Union, No. 733, W. S. Chappell, 279 Main street.
Typographical Union, No. 100, George B. Neibert, 65 Seventh street

ONECO (Sterling).

Granite Cutters' Union, F. Carpenter, P. O. Box 62.

PLAINFIELD.

Mule Spinners' Union, Arthur Monroe.

PUTNAM.

Barbers' Union, No. 405, Ralph E. Smith, 200 Walnut street.
Bartenders' Union, No. 318, A. Brousseau, 4 Livery street.
Carpenters' Union, No 818, Fred W. Tefft, 88 Mechanic street.

ROCKVILLE (Vernon).

Bartenders' Union, No. 706, James McCarthy, 88 Prospect street.
Carpenters' Union, No. 1472, Fred A. Moorhouse, 55 Davis avenue.
Painters' Union, No. 969, William Bartlett, 37 Grove street.

RIDGEFIELD.

Bricklayers', Masons' and Plasterers' Union, No. 27, Arthur Ellensteen,
P. O. Box 357.
Carpenters' Union, No. 1119, Herbert Mills.

Musicians' Union, No. 459, Samuel E. Nichols.
 Plumbers', Gas and Steam Fitters' Union, No. 344, P. J. McKenna, P.
 O. Box 171.
 Painters' and Decorators' Union, No 808, W. S. Gilbert.

ROXBURY.

Granite Cutters' Association, Chas. Anderson, R. F. D. No. 66.

SEYMOUR.

Horse Nail Workers' Union, No 10953, Frank H Wyant, 3 High street.

SHELTON (Huntington).

Bakery and Confectionery Workers' Union, No. 138, Wm. Bauer, 936
 Howe avenue.
 Table Knife Grinders' Union, No. 1, William Clark, P. O. Box No. 253.

SOUTHINGTON.

Iron Molders' Union, No. 444, O. F. Johnson, Box 770, Plantsville, Conn.
 Polishers' Union, No. 183, John J. Gray, P. O. Box 711.

STAMFORD.

Barbers' Union, No. 491, L P Braun, 29 Elm street.
 Bartenders' Union, No. 455, Arthur F. O'Neill, 135 Milbank avenue,
 Greenwich, Conn.
 Bricklayers' and Plasterers' Union, No. 8, Fred Early, 427 Main street.
 Building Laborers' Union, Cesare Latte, 68 Liberty street.
 Carpenters' (Amalgamated) Union; No. 808, John Robertson, 52 Or-
 chard street.
 Carpenters' Union, No. 210, John D. Flynn, 184 West Broad street.
 Central Labor Union, James F. Jerman, 40 Orchard street.
 Cigar Makers' Union, No. 398, John Bohl, 413 Main street.
 Electrical Workers' Union, No. 310, F. H. Clear, 371 Main street.
 Iron Molders' Union, No. 161, S. C. Jilson, 37 Henry street
 Painters' and Decorators' Union, No. 192, Thomas J. Hartnett, 61 Adams
 avenue.
 Plumbers' Union, No 311, L. D. Goulden, 54 Adams avenue.
 Railroad Trainmen's Lodge, No. 693, Peter O'Hern, 64 Schuyler avenue
 Sheet Metal Workers' Union, No 189, R Sloat, 39 Woodside street.

Street Railway Employes' Division, No. 445, Samuel P. Post, 80 Myrtle avenue.

Stone Masons' Union, No. 23, Michele Interlandi, P. O. Box No. 8.

Typographical Union, No 503, Horace W. Graves, 19 Luther street.

STONINGTON.

Iron Molders' Union, No. 163, Joseph Birchel, P. O. Box 174.

STONY CREEK (Branford).

Granite Cutters' Union, Harry Julian, P. O. Box 104.

SUFFIELD.

Cigar Makers' Union, No. 156, J. L. Barnett, Box 32.

TAFTVILLE (Norwich).

Mule Spinners' Union, No. 11, William B. Kenyon, P. O. Box 34.

THOMASTON.

Pocket Knife Blade Grinders' Union, John Hohn, Reynolds' Bridge.

THOMPSONVILLE (Enfield).

Barbers' Union, No. 344, Charles Graham, No. School street.

Bartenders' Union, No. 148, Timothy J. Connor, 50 Windsor street.

Carpenters' Union, No. 234, Thomas McCarrol, P. O. Box 166.

Central Labor Union, Arthur J. Rochette, P. O. Box 879.

Metal Polishers' and Buffers' Union, No. 52, M. J. Quinn, P. O. Box 673.

Painters' and Decorators' Union, No. 386, C. E. Iserman, 65 North Main street.

Street Railway Employes' Division, No. 452, F. W. Lovejoy, Thompsonville, Conn.

TORRINGTON.

Bartenders' Union, No. 283, E. S. Farrar, 292 Prospect street.

Bricklayers', Masons' and Plasterers' Union, No. 19, W. B. Gingell, 47 Elton street.

Carpenters' Union, No. 216, Albert Bray, 25 George street.
Musicians' Union, No. 514, Paul Welch, 81 New Litchfield street.
Italian Labor Society, Antonio Quartulli, 39 Willow street.
Painters' and Decorators' Union, No. 516, H. E. Vail, 142 Highland avenue.

UNIONVILLE (Farmington).

Carpenters' Union, No. 1341, E. H. Harris.
Metal Polishers', Buffers', Platers' and Brass Workers' Union, No. 181, James Murphy P. O. Box 182, Unionville, Conn.
Table Knife Grinders' Union, No. 5.

WALLINGFORD.

Bartenders' Union, No. 358, James A. Downey, 98 Orchard street.
Carpenters' and Joiners' Union, No. 1626, Gustav B. Kelsey, 337 South Elm street.
Iron Molders' Union, No. 113, F. Raarup, South Meriden, Conn., Box 153.
Musicians' Union, No. 332, Chas. E. Dunn, 22 Simpson avenue.
Polishers' and Buffers' Union, No. 73, James Kenny, 69 High street.
Table Knife Grinders' Union, No. 2, James Flynn, Colony street.

WATERBURY.

Allied Printing Trades Council, L. H. Baker, 48 Center street.
Bakers' Union, No. 155, E. Granger, 28 East Farm street.
Barbers' Union, No. 302, M. J. Keefe, 46 Summer street.
Bartenders' Union, No. 254, John T. McHale, P. O. Box 236.
Brewers' Union, No. 126, John Schmidt, 16 Fort street.
Bricklayers', Masons' and Plasterers' Union, No. 16, Joseph P. Hayden, 1250 E. Main street.
Building Laborers' Union, No. 7, Genaro Giorgi, 257 Bank street.
Building Trades Alliance, J. Lundwall, P. O. Box 108.
Carpenters' Union, No. 260, O. G. Stage, P. O. Box 25.
Carriage Workers' Union, No. 114, Frank Clark, 17 Taylor street.
Central Labor Union, Joseph Gandy, P. O. Box 57.
Cigar Makers' Union, No. 395, Val. Hahn, 46 East Main street.
Granite Cutters' Union, James Skahan, 695 East Main street.
Horseshoers' Union, No. 166, C. E. Mann, 111 Griggs street.
Iron Molders' Union, No. 298, Phillip Sullivan, 12 Lounsbury street.
Ivory Workers' Union, No. 10693, J. P. Donohue, P. O. Box 57.
Lathers' Union, No. 125, Michael J. Gormley, 4 Newell Place.
Machinists' Lodge, No. 625, F. H. Morriveau, 69 Cherry street.
Musicians' Union, No. 186, J. G. Baril, 43 Central avenue.
Meat Cutters' Union, No. 205, M. F. McGrath, 26 McGill street.

Painters' and Decorators' Union, No. 491, A. E. Wing, P. O. Box 108.
Pattern Makers' Association, R. W. Lee, 228 Hillside avenue.
Plumbers' Union, No. 22, Charles Mulholland, 105 Round Hill street.
Polishers' Union, No. 207, James P. Donohue, P. O. Box 57.
Printing Pressmen's Union, No. 150, Harry Frank, 44 Bronson street.
Railway Clerks' Lodge, No. 14, F. F. Power, 40 Mitchell avenue.
Railroad Trainmen's Lodge, No. 423, G. H. Turkington, 31 Abbott avenue.
Stampers' Union, No. 207, James P. Donohue, P. O. Box 57.
Sheet Metal Workers' Union, No. 199, George A. Richmond, 226 Walnut street.
Steam and Hot Water Fitters' Union, No. 52, J. E. Dowlin, 27 Grove street.
Stone Cutters' Union, Patrick Quinlan, 81 Union street.
Typographical Union, No. 329, F. W. Wiggins, P. O. Box 63.

WATERFORD.

Granite Cutters' Union, L. E. Perkins.

WILLIMANTIC (Windham).

Bartenders' Union, No. 519, John M. Connor, 230 Valley street.
Bricklayers', Masons' and Plasterers' Union, No. 17, Oliver L. Willard, 240 Walnut street.
Building Trades Council, Myron S. Herendeen, 21 Center street.
Carpenters' Union, No. 825, L. P. Beaudry, 34 Brook street.
Central Labor Union, L. C. Thompson, 122 Chestnut street.
Musicians' Union, No. 403, Eugene J. Ashton, 99 Fairview street.
Painters' Union, No. 537, Lewis W. Thompson, 421 Pleasant street.
Plumbers', Steam and Gas Fitters' Union, No. 345, Floyd Willet, 98 Summit street.
Spoolers' Union, No. 671, Mrs. Ella Vogel, 511 Main street.
Textile Workers' Union, No. 672, Frank H. Ledau, 45 Capens Lane.
Textile Workers' Union, No. 715, Joseph F. Gandreau, 237 Valley street.

WINSTED (Winchester).

Bricklayers', Masons' and Plasterers' Union, No. 18, James McBride, 382 Main street.
Pen and Pocket Knife Grinders' and Finishers' Union, Charles Fines, 710 Main street.
Painters' Union, No. 575, Jacob J. Needles, 445 Main street.
Track Foremen's Union of the C. N. E. R. R., Michael McMahon, Cherry street.

Part VI.

Strikes and Lockouts.

1. INTRODUCTION.
2. DESCRIPTIONS OF LABOR DISTURBANCES.
3. TABULATED STATEMENT.
4. DATE.
5. LOCATION.
6. ESTABLISHMENTS CONCERNED.
7. CAUSE.
8. NUMBER INVOLVED.
9. TIME LOST.
10. RESULT.



STRIKES AND LOCKOUTS.

Labor difficulties classified as "Strikes and Lockouts" took place in twenty-one different towns of the state during the year.

None of these disturbances were of a very grave or serious character and for the most part were engaged in by persons employed in the building trades.

The industrial disputes recorded, which were of sufficient importance to be styled "strikes," during the year 1910 were fifty-one in number and no labor difficulty was discovered which could be termed a "lockout."

There were 3,367 persons involved in these disturbances, either by being actively engaged in the difficulty or affected thereby. The time lost by the employes directly or indirectly engaged in these difficulties amounted to 65,395 days and the money loss in wages, computed at the prevailing average daily wage as shown by the latest information obtainable, was \$103,324.

The average number of persons involved in or affected by these difficulties is shown to have been sixty-six, the average time lost per employe was 19.4 days, the total loss in wages amounted to the sum of \$103,324, or an average loss per employe of \$30.69.

Thirty-four different occupations are represented in the tabulation classified as follows: Bricklayers, Carpenters, Plumbers, Masons, Steamfitters, Hod Carriers, Painters, Decorators and others engaged in building operations 1,141, Journeymen Bakers 19, Journeymen Barbers 21, Cigar Makers 85, Cement Mixers and other Laborers 305, Textile Workers 570, Machinists and Machine Operators 85, Tire Builders 320, Oyster Openers 117, Railroad Hands 70, Pattern Makers and Wood Workers 97, Linemen 15, Iron Molders and Core Makers 169, Hat and Cap Makers 70, Glass Cutters 158, Packers 20, Watch Timers 70, and Laundry Workers 35.

The causes which led up to these disputes are varied and many. By far the larger number, however, were of the description wherein enters either the demands for an increased wage rate or objection to a reduction in compensation. The number in which either the one or the other of these causes predominated was twenty-nine, and among the other reasons given for dissatisfaction are employment of objectionable or non-union men, differences between certain labor organizations, objection to making material for use of non-union men, demands for change in system and working conditions, objections to the "open shop" system, demand for adoption of half-holiday rule, demand for adoption of nine-hour work day, alleged unfair treatment by foreman, demand for reinstatement of discharged employe, objection to employment of certain persons, demand for recognition of union, for shorter work-day, objections to use of alleged poor material and demand for double pay for overtime.

COMPARISONS.

A brief comparison is made herein with statements which have appeared in the various publications of the bureau which have treated upon the subject of labor disturbances since 1899.

Up to and including the twelve-month period of 1910 six hundred and eighty difficulties which were deemed of a nature partaking of the characteristics of a "strike" or a "lockout" have been included in the chapters of the various reports and bulletins devoted to the subject.

During the period named, covering eleven and one-third years of time, 68,380 persons were reported as having been engaged in or affected by the six hundred and eighty difficulties considered. The total approximate amount of loss in wages to those involved in these controversies has been \$2,951,513; an average loss per employe involved of \$43.16. This in comparison with \$25.62 loss in wages per employe in 1900 (17 months); the loss in wages per employe in 1901 (12 months) was \$33.36; in 1902 (12 months) \$34.83 per employe; in 1903 (12 months) \$44.00 per employe; in 1904 (12 months) \$36.00 per employe; in 1905 (12 months) \$28.23 per employe; in 1906 (12 months) \$39.09 per employe;

in 1907 (12 months) \$21.94 per employe; in 1908 (12 months) \$15.91 per employe. In 1909 the computed loss in wages per employe was \$137.31 and in 1910, \$30.69 per employe. Thus it is shown that the loss in wages per employe was 27.7 per cent. less in 1910 than was the average loss during the entire period considered.

Comparing these data with those based upon the reports for the years preceding and it develops that the amount of loss in wages per employe in 1910 was 80 per cent. less than in 1909; 92.9 per cent. more than in 1908; 39.9 per cent. more than in 1907; 21.4 per cent. less than in 1906; 8.7 per cent. more than in 1905; 14.7 per cent. less than in 1904; 30.2 per cent. less than in 1903; 11.9 per cent. less than in 1902; 8 per cent. less than in 1901; and 19.8 per cent. more than in 1900.

During the period of eleven and one-third years which are included in the investigations made by the bureau concerning the subject of differences between employer and employed the average number of persons involved in the disturbances has been 6,216.

Comparing this average with the number engaged in each of the years it is shown that the number of persons involved in these difficulties in the year 1910 was 45.8 per cent. less than was the average number engaged during the entire period considered. Going further into the computation it develops that the number of persons involved in 1910 was 42.2 per cent. less than in 1909; 2.7 per cent. less than in 1908; 52.5 per cent. less than in 1907; 49 per cent. less than in 1906; 14.2 per cent. more than in 1905; 24.7 per cent. more than in 1904; 63.5 per cent. less than in 1903; 66.8 per cent. less than in 1902; 70.1 per cent. less than in 1901, and 24.4 per cent. less than in 1900.

Comparisons made concerning the matter of time lost by reason of these difficulties and reducing to the number of days it is discovered that the days lost in 1910 was 88.5 per cent. less than was the number lost in 1909; 91.2 per cent. more than in 1908; 32.3 per cent. less than in 1907; 59.2 per cent. less than in 1906; 26.5 per cent. more than in 1905; 6.8 per cent. more than in 1904; 75.8 per cent. less than in 1903; 72.2 per cent. less than in 1902;

73.8 per cent. less than in 1901; and 33.7 per cent. less than in 1900.

CHRONOLOGICAL DESCRIPTION.

The reported cause of a difficulty which took place at the plant of the Peck Brothers Company at New Haven on Nov. 10, 1909, was the taking into its employ certain objectionable workmen. The strike was of nine days' duration and resulted unsuccessfully for the disaffected employees. Of the difficulty a local paper published the following November 14:

"Twenty-two of the twenty-seven buffers on the pay roll of the Peck Bros. company are out on strike and how long they will remain out will depend upon the action which will be taken when a representative of the International Union of Buffers, Polishers and Metal Workers arrives in this city next week to carry on negotiations and do whatever is possible for the men who walked out.

"The men went out because they claim one of their members was unjustly discharged by Foreman Morse. It is said that he hired a Pollock to work, and one of the union men objected, claiming that the foreigner was incompetent and could not keep the work up to the standard. The man who raised the objection to the Pollock was discharged and immediately the others went out on strike. This was early in the week.

"When they went to the shop for their pay and personal effects yesterday they found that a number of other foreigners had been hired to take their places. Meanwhile, however, they had telegraphed to the International Union and last evening received a reply that one of its representatives would be in this city the early part of next week to see what can be done."

Oyster openers to the number of one hundred in the employ of the Andrew Radel Oyster Company at South Norwalk struck work November 10, 1909. The given reason for the difficulty was the refusal on the part of the employing company to grant an increased rate of compensation. The trouble was of eighteen days' duration and resulted successfully for the men. Of the difficulty a local newspaper published the following on November 11:

"The strike of the hundred or more oyster openers who left their benches yesterday morning, when the Radel Oyster Company officials refused to advance their wages, is still in progress. The men are quiet, making no disturbance of any kind. They met this morning and voted to appoint a committee which would wait upon the bosses some time to-day to see if some amicable arrangements might not be reached. It is their contention that the oysters of this season are so hard to open that the price per dipper should be raised five cents, making it twenty-five cents instead of twenty cents. The bosses, however, fail to see the point and upon their refusal to accede with the demands of the men the latter left their work. What the men plan to do if the conference this afternoon does not result in a concession on the part of their employers could not be ascertained this morning."

A difficulty similar to that recorded above, took place at the plant of Wm. F. Hoyt & Sons at South Norwalk, November 18, 1909. Eleven days' time was lost when an adjustment was reached which was satisfactory to the men. Of the cause of the difficulty a local newspaper published the following November 18th:

"Another strike similar to that which developed among the oyster openers at the Radel plant on the Washington street bridge a few days ago, went into effect this morning at 11 o'clock at the plant of the Sterling Oyster Company, formerly William F. Hoyt & Son.

"There are twenty openers employed there and of this number seventeen left their benches, the other three continuing at work. The men kicked over the price of twenty cents per dipper for small stock.

"A committee from the men called at the office but did not secure the raise asked for, to 25 cents per dipper for this kind of stock, and then stopped work. The men claim they are hardly able to make \$2.00 per day opening small stuff."

Because of a proposed reduction in prices paid for weaving, forty-eight weavers employed at the West Side Silk Mill conducted by Givernaud Brothers at Norwich struck work Dec. 1, 1909. Seven days' time elapsed before the difficulty was adjusted, when most of the employes returned to work under con-

ditions as prescribed by the employers. The strike, therefore, was unsuccessful. Of its result a local newspaper published the following December 10th:

"The strike which has been in force at the silk mill of Givernaud Brothers on Mechanic street was over Wednesday so far as the firm is concerned. Every loom in the mill was running in the afternoon.

"Manager Bergstreser stated that fifteen or eighteen of the strikers who applied for work at noon were given their old places and the places of the ten or twelve others who quit work have been filled already.

"The strike was over a 10 per cent. reduction in wages, which remains in force. During the strike the strikers caused considerable trouble by interfering with those who stayed at work and a number of arrests were made and the men fined in court."

A disagreement between organizations of different trades was the given cause for a difficulty which was precipitated by employes of the Cleghorn Company at Hartford, December 13, 1909. Concerning the cause of the controversy a local newspaper published the following December 20th:

"The strike began, it seems, when the Cleghorn company of No. 54 Batterymarch street, Boston, brought down to the Colt house four or five members of the I. A. to do the heating work. The members of U. A. objected and went out on strike, taking with them the members of the carpenter and plumbing trades, which effectually ended work on the building. There were seven or eight members of the I. A. at work on the insurance building, and on Saturday the masons were called off, but went back to work this morning, pending settlement. They are, however, to leave this afternoon, according to the member of the I. A. questioned, unless the matter is settled.

"According to this member, the I. A. was originally very strong here, being connected with the American Federation of Labor, and thus being the national organization. According to Mr. Walz, the U. A. was the national organization and the I. A. something local to Boston.

"The I. A. man, who spoke of the matter, said that there was no hard feeling in the matter but that simply two unions doing the same kind of work were bucking up against each other.

Thus, if the U. A.'s quit, they can take the carpenters, masons and plumbers with them. If the I. A.'s quit, out go the iron workers, plasterers, cornice workers, sheet metal workers, metal lathers, and stone cutters.

"According to this member a number of the I. A. members who were out of work had gone over to the U. A., where the dues were much less, and the old men who had paid large sums into the treasury of the I. A. were thus to be bucked out of their jobs. At a meeting, he said, of a delegate of the U. A., one of I. A., and a representative of the Boston contractor, this afternoon, the matter was to be settled. If not settled, work on a number of buildings will stop."

Those involved divided as to trades numbered forty persons and, while the difficulty was not adjusted yet it cannot be said that any time was lost as the disaffected employes secured employment elsewhere. The bureau is informed that the "open shop" rule was adopted April 22, 1910.

A difficulty of considerable importance was initiated at the plant of the Hartford Rubber Works Company at Hartford, December 21, 1909. The given cause of the strike was the adoption of a proposed schedule of wages involving, it was said, a reduction. The result of the strike was unsuccessful so far as the employes were concerned. The time lost is placed at five days for each of the three hundred and twenty employes involved. A local newspaper published the following December 22, 1909:

"Remonstrating against a new schedule that means a cut in earnings of between 15 per cent. and 33 1-3 per cent., over 200 tiremakers in the employ of the Hartford Rubber Works Company have stopped work and at a mass meeting held in the Cathedral Lyceum last evening they banded together into an organization. The strike, for it has assumed all the earmarks of such, has practically tied up the producing end of the Hartford Rubber Works Company, for the going out was so general in the clincher and dunlap departments that these had to be closed yesterday and the press and pocket departments were obliged to stop in consequence. It is reported, however, that the employes of these two latter departments were instructed to return to work again at 7 o'clock this morning.

"Officers of the company have persistently refused to see the reporters, or make any statement whatsoever concerning the difficulties, so that all information regarding the strike has come from the strikers. In addition to the cut in wages there is a second grievance against the company. This is that the tire-makers have been asked to increase their output after January 1 so that the concern may turn out 1,200 tires a day, where at the present time the maximum capacity is said to be 1,100. The tiremakers claim that they are doing all they possibly can under the present equipment. They consider it unjust to be obliged to stand the cut and extra amount of work besides.

"The trouble has been brewing for several days. The plant is run in a day shift of ten hours and a night shift of thirteen hours, and in all about 320 tiremakers are employed. On the first intimation of the change in schedule, a committee from the tiremakers waited upon the superintendent, C. B. Whittlesey, and asked that the present schedule be maintained. The interview culminated, it is understood, in a partial agreement whereby the men would return to work for a week, in the meantime to try themselves to devise some schedule that would be mutually agreeable to the company and the men, whereby the desired output could be obtained. The men claim that this was impossible, but before the week was up, in fact, yesterday morning, the new schedules were hung up to go into effect to-morrow. On seeing this the men went out."

Although but sixty employes were directly engaged, there were two hundred and fifty persons affected by a difficulty which took place at the mill of the Uncasville Manufacturing Company at Montville, January 8, 1910. The given cause of the strike was the refusal on the part of the management to grant an increase in the price paid for weaving. The disturbance was of one day's duration and resulted in an adjustment satisfactory to the disaffected employes. Of the difficulty and its settlement a newspaper published in a neighboring city printed the following January 11th:

"The strike of weavers in the Uncasville Manufacturing Co.'s mill, which was followed by a general shut down of the plant on Saturday, has been settled, the weavers being granted the additional one cent per cut which they asked for. They are now

getting 30 cents per cut. The mill resumed work as usual on Monday morning, but it was reported during the day that another strike was pending, this time among the spinners, who consider that they are entitled to a proportionate increase of pay.

"It has not yet been ascertained whether the spinners have fully determined to quit work or not, but according to the statements made by several of them individually, this was their intention. They expect to hear what the management of the company has to say about their terms some time in the course of to-day.

"The strike has not affected the work in the company's other mills at Pequot and Versailles."

Because of alleged violation of union rules, twenty carpenters, forty plumbers and eight masons employed by Marc Eidlitz & Son at Hartford struck work February 14, 1910. The difficulty was of forty-eight days' duration and resulted successfully for the employes engaged, the employers complying with the demand that the rules of the local organizations should be observed.

A strike, which was of but one day's duration, took place at the plant of the Capewell Horse Nail Company at Hartford February 28, 1910. Thirty employes, principally machine operators, were engaged, the given cause of the difficulty being a demand for increased compensation. As above written the time lost was one day and the result was unsuccessful for the employes, they returning to work under former conditions.

Fifteen men were involved in a strike which was inaugurated at the wood-working plant of the John Pinches Company at New Britain March 1, 1910. The stated cause of the difficulty was the refusal on the part of the men to prepare material for the use of contracting builders having non-union men in their employ. Nine days' time elapsed when the difficulty was adjusted, the settlement reached being one of the nature of a compromise. Of the difficulty a local newspaper published the following March 3rd:

"Fifteen men employed by the John Pinches Co. have quit work, and have been idle since Monday night. They did not go to work Tuesday morning, but, instead, they sent around a committee, notifying the company of the action taken by the union at a meeting held Monday night for the purpose. The commit-

tee presented the company with a communication setting forth their alleged grievance. This ultimatum set forth that every man voted not to go to work for them again until such time as they saw fit to give a guarantee they would do no more work for builders hiring non-union help.

"The Company considered the demand preposterous, and as a consequence, the men are loafing. The company claims the right to do work for any builders for whom they see fit, without taking dictation from their employees how they shall run their business.

"The trouble has been brewing for some time. The employees take exception to the company's doing work or furnishing material for any of the local builders against whom the carpenters' strike was declared about a year ago. These builders never gave in to the strikers, but are running open shop ever since, hiring whomsoever they see fit.

"The millmen's union, to which the Pinches Co. employees belong, are affiliated with the carpenters' union, which declared the strike, and it is claimed make their demands to assist the carpenters in their fight against the open shop builders."

Although but twenty-five persons were actively engaged there were forty affected by a strike which took place on a paper mill under construction by the Bigelow-Harriman Construction Company at Montville, March 9, 1910. The given cause for the difficulty was the demand on the part of the men employed as hod-carriers that their wages should be increased. The strike was of but one day's duration and its result was unsuccessful. Of the settlement a newspaper published in a nearby city printed the following March 12th:

"Once again the work is going along without hindrance at the paper mill in Montville, the Bigelow-Harriman Construction company having ended quickly the strike of the hodcarriers who wanted more money. There is practically a new gang of men at work there on the hod carrying jobs. Those of the strikers who were wanted and were willing to return were taken back, but the others were paid off and given to understand they were wanted no more. New men were secured to fill the vacancies."

A strike affecting thirty-five men employed as cement mixers by the Sperry Engineering Company at Old Saybrook, took

place March 11, 1910. Eight days' time elapsed before a settlement was reached which was reported to have been satisfactory to the striking employees.

An incipient strike, in which ninety-seven employes of the Mystic Woolen Company at Old Mystic were involved, was inaugurated March 15th. The cause of the difficulty was the demand on the part of the employes that an increase be made in prices paid for certain work.

But one day's time was lost when a settlement was reached of which a newspaper published in a neighboring city, printed the following March 16th:

"The Mystic Woolen Co. of Old Mystic had a strike on its hands Monday when its employes quit in the afternoon to get a raise of ten cents a cut on the shoddy the mill turns out. The increase was granted and work resumed on Tuesday morning."

Because of the refusal of various employing painters and decorators to grant an increased wage rate ninety men employed as painters struck work at Norwich April 1, 1910.

Three days' time elapsed before an agreement was reached which was satisfactory to the disaffected workmen and they returned to their employment. Concerning the settlement a local newspaper published the following April 8th:

"On Monday negotiations between the boss painters and the men employed were completed and the request of the employes for the raise in wages of ten per cent. was granted. The men returned to work Monday morning. However, the final details of the agreement have not as yet been settled. The painters in this city, of whom there are ninety, were receiving \$2.50 per day. The increase brings the minimum wage scale up to \$2.75."

A strike of considerable importance to the painting and decorating trades took place in Meriden April 2, 1910. Thirty-five men were directly affected by the difficulty although a larger number were engaged at the commencement. The demand on the part of the journeymen for an increase in prevailing wage rate was the stated cause for the disturbance, although the question of unionizing the various establishments became an issue. Twenty-five days' time was consumed before an adjustment was reached which was satisfactory to the disaffected employes. Con-

cerning the difficulty a local newspaper published the following April 2nd, and as above indicated a settlement was reached April 27th.

"Local 685 of the Brotherhood of Painters and Decorators of America and Canada, this morning declared a strike against three of the larger painting houses in Meriden, because the union's demand for higher wages was refused. The union in its authorized statement said seventy-five men were out. Two large and the smaller firms acceded to the men's demands. It is said fifty men are working.

"The men believe several large contracts will be held up by the strike, reasoning that the non-union help would cause trouble with the other men of the building trades. The bosses appear firm in their stand, however, and have informed the men, the latter say, that they will run open shops. If the men want to return, they can do so, only as individuals and The John F. Butler company, Ivers Brothers, and the other shops last night agreed to the men's terms.

"The men asked for twenty-five cents a day more, making the minimum wage \$3 a day; time and a half after 5 p. m. and double time for Sundays.

"The union in its statement cites the pay in other cities—Hartford, \$3.53 for forty-four hours; New Britain, after April 18, \$3.25 for forty-four hours; Waterbury, \$3.28; Bridgeport, \$3.28; Greenwich, went into effect April 1, \$3.76, and \$4 for decorators and paperhangers; Derby, \$3; Naugatuck, \$3; Stamford, \$3 now and going for \$3.25.

"The painters say they are supported in their action by the Building Trades' council of Meriden.

HIGH PRICES A FACTOR.

"The men point out that owing to lost time a painter averages little more than \$10 a week and with living at the present high prices, the men must get more money.

"Our relations with the employers have always been friendly and to-day's action was not taken in haste or with any ill feeling; it is simply a business proposition and we are being fair in the matter, they say.

"The union says there is plenty of work here and that the bosses can pay the increase. One way for them to do it, the men state, would be to cut down their profit of \$1 a day on a man to sixty cents a day, which is the New Britain employing painter's profit.

"In speaking of lost time the union says that, as an instance, one good painter in this city had no work from December to last March 15.

"The Highland Country club is listed among the jobs that the men believe will be tied up by the strike and there are several large jobs out of town.

"In answer to the above, the local union requested that the master painters meet a committee from their local to talk matters over. Such meeting was held Thursday evening, March 31, 1910. At this meeting it was made clear that the master painters were not opposed to paying certain of their men, whom they considered worth it, the demanded increase. They would not, however, consent to pay a general flat rate to cover men whom they considered worth far less than the wage demanded.

"On April 1, the master painters received the following communication :

"Dear Sirs: This is to notify you that at a special meeting of the Painters and Decorators, Local No. 685, held last evening, it was unanimously voted to stand by our original proposition of a minimum scale of three (\$3) dollars per day to take effect April 2, 1910.

"President, FRED SORENSON, Secretary, W. J. BUCKLEY.

"Committee—HENRY R. TOWNE, JAMES MANNING, WILLIAM WILLIAMS."

BOSS PAINTERS' STATEMENT.

"The following statement in behalf of the firms that have refused to comply with the painters' demands was issued to-day :

"On February 26, 1910, all the master painters and decorators of Meriden received the following notice from the local union:

"Gentlemen: This is to certify that the Painters and Decorators' Local, No. 685, have adopted a minimum scale of three (\$3.00) dollars per day of eight hours, to take effect April 2, 1910.

Respectfully yours,

"W. J. BUCKLEY, Recording Secretary.

"President, FRED SORENSON.

"On March 21, 1910, the following reply was sent to the Local No. 685:

"MR. W. J. BUCKLEY, Recording Secretary:

"Dear Sir: Your communication stating that the Painters and Decorators' Local, No. 685, have adopted a minimum scale of three (\$3.00) dollars per day of eight hours has had the very careful attention of each member of the Meriden Master Painters and Decorators' association.

"It is our unanimous opinion that painting conditions in Meriden do not warrant such a rate as adopted by your local and that the existing wages are fair and just to all parties concerned; by all parties concerned we include not only our workmen and ourselves, but also the general public to whom we must look for our work. The conditions in a slow growing town like Meriden are far different from those in a rapidly growing city and we all must realize that a raise in our charges to the public could hardly be met by the great majority of our public. We are working to upbuild our craft and put it on a good firm basis and the only way to succeed in this is to do good work at fair prices.

"In view of the above we would advise you that the present scale of wages will remain in force until further notice. Trust-

ing that you will co-operate with us and that our present pleasant relations may be continued in the future.

Yours truly,

"W. C. HYATT.

"Secretary of the Master Painters' and Decorators' Association.

"Signed: The J. Lacourciere Co., John F. Butler Co., Bailey & Steinecke, The Little, Somers & Hyatt Co."

Weavers to the number of fifty employed at the mill of the Reliance Worsted Company at Norwich struck work April 5, 1910, the given cause of the difficulty being dissatisfaction with existing working conditions. The strike resulted successfully for the employes after five days' idleness. As to the cause of the disturbance a local newspaper published the following April 5th:

"The following are the conditions which they have asked the company to agree to:

"1—That all fancy or colored work be woven in one loom.

"2—All colored work to be classed as one loom work, even though it is to be run with white filling, and no two loom work to be doubled up with one black and one white warp.

"3—Therefore, all two loom work is to be both looms with white warp and one kind of white filler.

"4—Also that at any time one loom is being run on two loom work that it be run on the one loom basis, when waiting on the other for either warp or filler.

"5—Also that the fining be modified and also that the fining on the two loom work shall not correspond with the one loom fining list.

"6—Also they ask that they shall receive one mill per pick on two loom work."

And concerning the result the following was printed April 12th:

"The fifty weavers at the Reliance Woollen company who have been on strike returned to work on Monday according to the

agreement effected on Friday. The strike has been settled with good feeling on both sides through the way that negotiations have been conducted and with the results obtained.

"Up to the time of the strike the Reliance mill weavers had been getting as good terms as the majority of mills of the American Woolen company and other concerns, but by the new agreement they will be under more favorable conditions than the majority. In effecting a settlement of the questions at issue the Reliance mill management did a very pleasing thing for the weavers by securing for them a first class price list which could be made the basis of settlement in quicker time than if the weavers had been compelled to secure the new rates for themselves."

Because of the alleged employment of non-union men nine carpenters employed by a contracting builder at Shelton struck work April 5, 1910. The reported time lost was five days and the result unsuccessful, the disaffected workmen procured work elsewhere.

Track laborers in the employ of the N. Y., N. H. & H. R. R. Company at or near Willimantic struck work April 6, 1910. There were twenty-eight men involved. The difficulty, the cause of which was a demand for an increase in wages, was of four days' duration, and it resulted unsuccessfully for the men, other laborers being sent from other localities to fill their places.

Thirty-seven laborers employed on tunnel work by Joseph McCabe at Terryville, struck work April 8, 1910, demanding an increased wage rate. Three days' time elapsed before a settlement was reached which was satisfactory to the men, the contractor at the end of that time agreeing to allow the increase desired.

Journeyman barbers, at Danbury, to the number of fifteen, struck work April 12, 1910. The reported grievance was that the Master Barbers refused to grant a proposed change in method of adjustment of earnings. The rate of wages required was \$14 per week and a percentage of fifty per cent. over earnings of \$22 per week. The prevailing minimum rate of wages was \$12 per week and fifty per cent. over \$20 weekly earnings. Eleven days' time was lost when a settlement was reached which was of the nature

of a compromise and of which a local newspaper published the following:

"The terms of settlement were a compromise, the men to receive \$13 per week and commissions of half of all money taken in at their respective chairs over \$20 a week. The men asked for \$14 and half over \$22, while the first offer of the bosses was \$12 and half over \$18. These terms were ratified at a special meeting of the union held last night, and the cards were returned to the shops to-day."

An unsuccessful strike was inaugurated by some thirty carpenters in the employ of Robert Porteus at Hartford, April 26, 1910. The given cause of the difficulty was the objection to the proposed establishment of the "open shop" system by the employer. It cannot be stated that any time was lost, the disaffected workmen procured employment elsewhere and the work in process was completed by non-union labor.

Nineteen journeymen bakers in the employ of various Master Bakers at Hartford struck work May 1, 1910. The given cause of the difficulty was the requirement that wages should be adjusted which involved an increase. The strike was of thirteen days' duration and resulted in a partial success for the striking employees as is explained by the following which appeared in a local newspaper May 14th:

"It was reported last night that the strike of the bakers had been settled by arbitration. When they struck, they demanded \$21 for the foremen, \$18 for the second man and \$16 for the helpers. The employers in the six shops which were affected were willing to give \$19, \$16 and \$14 respectively, and it is said that the compromise is between these two figures. The strikers have been buying their bread from New Britain and selling it in large quantities on the East Side to patrons of their former employers."

On May 2, 1910, seventy carpenters employed by various contracting builders at Stamford struck work. The stated cause of the difficulty was the refusal by the employers to grant a \$3.50 per day wage rate and a Saturday half-holiday. The trouble existed for a period of twelve days when a settlement was reached

which was in the nature of a compromise. Of the adjustment a local newspaper published the following May 14th:

"By agreement of the union carpenters with a committee of the interstate association of builders and contractors, the trouble with the carpenters will end to-night. The men will receive \$3.50 a day and a forty-eight-hour week, but they will not obtain the Saturday half-holiday."

A strike in which two hundred and fifty hodcarriers and masons' tenders employed by various building contractors were involved, took place in Hartford May 2, 1910. From information at hand the cause of the difficulty was the refusal on the part of the employers to grant an increased rate of wages, the stated required increase being from \$2.80 per day to \$3.20 per day. Three days' time was lost when a settlement was reached, it being in the nature of a compromise. The men returned to their employment at a \$3.00 per day rate.

A strike similar in character to the above took place in Waterbury May 2nd, 1910. There were two hundred and fifty men involved which were engaged in the same line of employment as those mentioned above. Fourteen days' time elapsed when the increase of two and one-half cents per hour asked for was granted.

One hundred carpenters employed by various contracting builders at Middletown struck work May 2, 1910. The given cause of the difficulty was the refusal by the various employers to grant a required increase in wages from \$3 to \$3.25 per day. Fourteen days' time was lost and no real adjustment was made, some of the employers granting the desired increase, while others adopted the "open shop" system with no increase.

A proposed change in schedule of working hours at the plant of the Automatic Machine Company at Bridgeport caused the going out on strike of nine machinists in the employ of the company May 3, 1910. After five days' idleness the men returned to their employment, having been unsuccessful in their requirements.

Track laborers to the number of eighty-five, who were in the employ of the Central Vermont R. R. Company at Willimantic and vicinity struck work May 4, 1910. The cause of the dif-

difficulty was the refusal of the employers to grant the men an increase in the daily wage rate of from \$1.25 to \$1.50 per day. Four days' time elapsed before a settlement was reached with a partial success for the workmen, they being granted an increased rate in wages to \$1.40 per day.

Track laborers, numbering one hundred, employes of the N. Y., N. H. & H. R. R. Company at New Haven, struck work May 6, 1910. From information disclosed the cause of the trouble was a misunderstanding with foremen of the company relating to wages, its exact nature being uncertain. The result of the strike was a failure so far as the men were concerned, as they returned to their employment under former conditions after six days' idleness.

A strike, in which eighty-two pattern makers were involved, and which had not been satisfactorily adjusted at the date of the close of this report, took place in Hartford May 7, 1910. The assigned reason for the cessation of work on the part of the employes was the refusal of the various employers to adopt the Saturday half-holiday rule and as related above no settlement has been reached. The difficulty can best be explained by quoting from a local newspaper which published the following May 9:

"One hundred pattern makers, members of the Hartford Pattern and Modelmakers' Association, employed in the various shops here, left their posts Saturday afternoon because demands for a fifty-hour week were refused them. They have declared a strike that is liable to be of longer duration than some of the threatening labor situations of the past two weeks. The union appears to be set upon fighting it through and the manufacturers seem to be as determined not to give in to the demands.

"The matter at issue is that of the fifty-hour week schedule. This, in other words, means that the men want Saturday afternoons off and do not intend to make it up by working longer each day. At present they work fifty-four hours a week on a schedule of nine hours a day. Moreover, they demand that when it is absolutely necessary for them to work on Saturday afternoons they shall be paid at the rate of full time and one-half. In addition to this an increase of 2 cents an hour in wages is asked. The present minimum wage is said to be \$3 a day.

"The demands were made on April 4 and some time afterwards the manufacturers posted a notice stating that a fifty-four-hour week would be expected of the men. As an answer to this the men walked out. Inquiry among the manufacturers and strikers yesterday revealed a determination on both sides to fight it out and there was nothing to indicate a speedy settlement. The manufacturers claimed that the men were given permission to take away their tools and patterns, which they own, and this was believed by the men to signify a lockout."

Demanding that the nine-hour day schedule be adopted in place of the prevailing ten-hour day rule, some fifteen linemen employed by the Aetna Construction Company at Old Saybrook struck work May 11, 1910. The strike was unsuccessful in its result, the men, after four days' idleness, leaving the locality and other persons employed in their stead.

A strike, which resulted in failure for those participating, was inaugurated at Middletown June 1, 1910. Bricklayers to the number of twelve, employed by various contractors, demanded that the per diem compensation of \$3.50 be increased to \$4, and, upon the refusal of their employers to accede to the demand, struck work. Six days were taken up in endeavors to reach a settlement, failure resulting the men secured employment elsewhere.

Dissatisfied with the amount of wages they were enabled to earn under existing conditions, twenty employes of the Brainerd & Armstrong Company at New London engaged as "Silk Twisters" struck work June 4, 1910. One day only was required to bring about an amicable adjustment, the settlement being of a nature satisfactory to the employes.

Because of the refusal of employing master plumbess to grant an increased rate of wages from \$3.00 to \$3.25 per day, twenty-four workmen, ten of whom were plumbers' helpers, the others being journeymen plumbers, struck work at Willimantic June 6, 1910. The journeymen were successful in their contention, their demands being acceded to after fourteen days' idleness, the new rate to take effect August 1, 1910.

Alleging unfair treatment by a foreman, thirty-five shirt ironers employed by Cluett, Peabody & Company at South Norwalk,

struck work June 9, 1910. Three days' time was lost in endeavors for a satisfactory adjustment of the difficulty which failed, the strike resulting unsuccessfully, the places of the disaffected employes being filled by other persons.

Demanding the reinstatement of a discharged employe fifty weavers employed by Sidney Blumenthal & Company at Shelton struck work June 24, 1910. One day's time only was consumed before an adjustment was made which, while it did not result in conceding the point made by the employes, resumption of work followed.

Objection to a proposed reduction in wages, twenty-four machine tenders employed at the plant of the R. N. Bassett Company at Shelton struck work July 2, 1910. The wage scale was satisfactorily adjusted after thirty-five days had elapsed and the disaffected employes returned to their occupation.

Asking that the daily wage rate be increased from thirty to thirty-three cents per hour, hodcarriers and mortar mixers numbering sixty workmen in all went on strike in Bristol July 5, 1910. The various employing contractors, refusing to make the concession required by the men, they returned to their employment under former conditions after three days of idleness.

An unsuccessful attempt to secure the adoption of a rule providing for a weekly half-holiday was made by six journeymen barbers at New Haven July 7, 1910. The Master Barbers refused to grant the request and after six days' time had been lost, the journeymen returned to their employment under former conditions.

A strike which remained unsettled at the date of the close of this report was inaugurated at Hartford July 13, 1910. There were one hundred and fifty-seven persons involved in the difficulty and the time lost amounted to ninety-four days. The occupations of those engaged included iron molders, helpers and coremakers to the number mentioned above. The given cause of the difficulty was a demand on the part of the employes that the prevailing rate of wages should be increased, the various employing manufacturers refused the demand and, as above written, no settlement has been reached.

Twelve iron molders in the employ of P. Laragy at Hartford struck work July 13, 1910. The demand for an increased wage rate had been refused by their employer, which caused the difficulty. Four days' time was consumed before a settlement was reached which was satisfactory to the striking workmen.

Seventy employes of the Central Vermont Railroad Company, engaged as conductors, train and yardmen located at Norwich, New London and Willimantic struck work July 18, 1910. The basic reason for the course adopted by the men was the refusal of the employers to grant a requested increase in wages. The strike resulted successfully after a period of fourteen days had elapsed.

Objecting to the employment of a certain person fifty laborers employed by the Franklin Moore Bolt Company at Winsted struck work July 25, 1910. Six days' time elapsed before the matter was adjusted when the workmen returned to their employment under former conditions.

Of a difficulty which took place at the plant of the Kolynos Company at New Haven August 4, 1910, a local newspaper published the following August 5th:

"Upon the refusal of their employers to grant them an increase in wages of one dollar per week about forty employes of the Kolynos Co., of 180 Meadow street, walked out on strike yesterday afternoon. The girls were getting \$4 per week.

"The bringing in of about a dozen more girls, during the last week to do the same work that the forty now on strike were doing, and giving the newcomers the same wages that were paid the old hands, led to the final breach between the company and the girls. The employes thought their experience in the work entitled them to at least a dollar more the week than the new hands. They accordingly asked for this increase and upon the failure of the company to comply walked out, leaving their positions vacant."

The increased pay demanded was not allowed and the strike resulted unsuccessfully after three days' time had elapsed.

Demanding recognition of their organization, thirty hat and cap makers, employes of various manufacturers at New Haven struck work August 8, 1910.

Concerning the difficulty the following appeared in the public press August 9th:

"Union cap makers here are on strike pending an adjustment of their controversy with the manufacturers.

"The point at issue is recognition of the union, and some of the strikers claim the manufacturers have locked them out. Officers of the national union are arriving here to inquire into the trouble. A year ago this time the cap makers struck, and they were out for nine weeks before adjustment on wages was reached."

The strike resulted unsuccessfully after fifty-three days' time had been lost and referring to the matter a local newspaper published the following October 10th:

"Many of the cap makers who went on strike in this city about three months ago returned to work this morning, having applied for and received their old positions as individuals. Five manufacturers were involved in the strike but since the trouble started they have filled the places of some of their men with new help. Only those for whom places could be found were taken back this morning.

"It was stated by one of the manufacturers to-day that the men applied for their positions as individuals and that they had voted not to enforce the demand for recognition of the union which started the trouble and put about thirty capmakers out of work."

One hundred and fifty-eight employees engaged as glass cutters by various cut glass manufacturers at Meriden struck work September 6, 1910. The assigned cause of the difficulty was the demand on the part of the employees that a schedule be adopted providing for a fifty-five hour week instead of a fifty-nine hour week, thus giving Saturday afternoons off during the entire year with pay, a strictly union shop and the privilege of naming the price to be received for each piece of work. Sixty-two days' time was consumed ere a settlement was reached which had the elements of a compromise and of which a local newspaper published the following November 15th:

"The striking cut glass workers, represented by Richard Bourne, the president of the Local 63, T. H. Rowe of Toledo, O., the National president of the Flint Glass Workers of America,

and Robert Luckock, also of Toledo and National organizer, met in a private conference Monday with President George H. Wilcox of the International Silver company, F. H. Cushing, manager of Factory T, and John A. Harmon, manager of factory N, and as a result, the cut glass workers will report at the factory Thursday morning for work. The same representatives of the workmen later met with C. H. Tryon and J. J. Niland, president of the J. J. Niland company, and a similar agreement was made.

"This conference will bring to an end a strike of ten weeks' duration and was the result of the demand upon the part of the workmen for fifty-nine hours' pay for fifty-five hours' work.

"The strike has been carried on in such a quiet and orderly manner that there are several in the city who did not know of its existence. There have been no outbreaks or trouble of any kind during the ten weeks that the men were out of work, which is highly commendable upon the part of the men and their officers representing them.

"The conference was planned for last Sunday but the national organizer could not arrive here in time for it. The first conference commenced at 9 o'clock Monday morning and lasted until noon; the second beginning at 1 o'clock and lasting until 3 o'clock when the matter was finally settled. The agreements arrived at were mutually conceded to be satisfactory and the employers and the representatives of the workmen are confident that the conditions are such that there need be no fear of trouble in the future.

"George H. Wilcox gave out the following statement, Monday evening, regarding the conference:

"The men desiring to reconsider their decision as to the proposition made them on October 10, by the International Silver company, were allowed to do so, and the matter was settled to the full satisfaction of both the company and the men; who return to work immediately, or as fast as the company can find work for them.'

"There are several of the men who have secured work in other cities. They are to be notified of the result of the conference and that they will receive work here as soon as the companies

can place them. It is thought that many of them will return to work in this city either at present or as soon as the holiday season rush is over.

"The terms of settlement between the striking glass cutters and the employers was based on the proposition made by President George H. Wilcox to the men last month, and given to the press in the following statement:

"The men were informed that if they desired to return to work on the conditions existing September 1, the I. S. Co. would put them on just as fast as business conditions warranted their doing, and without any discrimination or prejudice for their actions in ceasing work; that they would investigate conditions and prices existing elsewhere, and if the result of these investigations revealed the fact that the men were unable to earn as much in hourly wages as the men in other factories producing corresponding and competing wares, the I. S. Co. would arrange their schedule of prices so that they would be able to do so, it being the policy of the company in all its branches to so fix matters that each employee shall be able to obtain as much, if not a little more consideration from them than elsewhere.

"The company further offered no objection to the men taking Saturday afternoons if they desired, provided they would work nights to get out orders in case necessity required."

Demanding an increase in wages and the removal of a recently appointed superintendent, fifty-five textile workers in the employ of the Narrow Fabric Corporation at West Haven struck work September 9, 1910. The demands made were not acceded to and after six days' idleness the employees returned to their employment under former conditions.

A strike, which had not reached a settlement at the date of the close of this report, was inaugurated at New Haven September 15, 1910. There were forty-three journeymen painters involved and the contention was that employing painters and decorators employ none but union men and should establish strictly union shops.

On the date above named the following circular letter was placed in the hands of the employers:

"To the Master Painters of New Haven and vicinity:

"Greeting:

"At a special called meeting of Painters' and Decorators' local union, No. 409, and after the question was carefully considered by the members, it was decided that on and after September 15, 1910, no member of the union would work on the same job with any workman of our trade, not a member of the union."

As above written the difficulty remain unsettled and concerning it a local newspaper published the following November 17th:

"By a very decisive vote the Painters' Union, No. 409, at Trades' Council hall last evening voted to re-affiliate with the Trades' Council. John May was elected treasurer to fill a vacancy occurring in that office. The semi-annual election of officers of the union will be held at the last meeting of the union in December. The delegates to the Trades' Council elected last evening were: James J. Dunne, William S. Mooper, Thomas F. Kelly, M. F. O'Connor and Harry A. Green.

"According to the members of the union, the strike situation in the union is improving. The men still refuse to work with non-union men and at present there are twenty-two firms which employ none but union men."

Objecting to the use of alleged improperly prepared stock, eighty-five cigar makers employed by A. Kafka & Company at New Haven struck work September 26, 1910. The matter was amicably adjusted after two days' time had elapsed when the men returned to their employment.

A strike resulting in a partial success for the employes took place at the plant of the Vanderhoef Straw Hat Company at South Norwalk October 24, 1910. Because of a proposed reduction in prices paid for piece work some forty employes of the company mentioned above quit work on the date named.

Twenty-one days' idleness ensued when an adjustment was

reached concerning which a local newspaper published the following November 17th:

"The strike at the Vanderhoef Straw Hat factory has at last been satisfactorily settled and about twenty of the young ladies who have been out on strike returned to that factory for work this morning. It seems that they have been holding conferences among themselves lately and decided to send a committee to see Manager A. C. Wheeler at the factory, for the purpose of ascertaining what he would concede to them if they should wish to return.

"Consequently a committee of four waited upon him in his office and did a little arbitrating. It was fixed up by both sides conceding half of what they asked and the girls returned to the factory for work to-day. A number of the girls are missing, having gone to Newark, N. J., and other places where they could secure employment at their work."

Employees, engaged as watch timers by the New Haven Clock Company, at New Haven, quit work October 25, 1910, alleging that their demand for double pay for overtime had been refused.

Seventy persons were idle because of the strike and eight days' time elapsed before a settlement was reached which, while no definite information could be secured, was deemed an amicable adjustment and satisfactory to the disaffected employees.

The tabulated statement follows:

STRIKES AND

Date.	Employees.	Employers.	Location.
1909.			
Nov. 10..	Butters.....	Peck Brothers & Co.....	New Haven...
" 10..	Oyster Openers.....	Andrew Radel Oyster Co.....	So. Norwalk..
" 18..	Oyster Openers.....	Wm. F. Hoyt & Sons.....	So. Norwalk..
Dec. 1..	Weavers.....	West Side Silk Mill.....	Norwich.....
" 18..	Steam Fitters, Plumbers and Carpenters.....	Cleghorn Co.....	Hartford.....
" 21..	Tire Builders.....	Hartford Rubber Works Co.....	Hartford.....
1910.			
Jan. 8..	Weavers.....	Uncasville Mfg. Co.....	Montville....
Feb. 14..	Carpenters, Masons and Plumbers.....	Marc Eidlitz & Son.....	Hartford.....
28..	Machine Operators.....	Capewell Horse Nail Co.....	Hartford.....
Mch. 1..	Wood Workers.....	John Pinches Co.....	New Britain..
9..	Hod Carriers.....	Bigelow-Harriman Construction Co.....	Montville.....
" 11..	Cement Mixers.....	Sperry Engineering Co.....	Old Saybrook.
" 15..	Textile Workers.....	Mystic Woolen Co.....	Old Mystic (Stonington)
April 1..	Painters.....	Various Employing Decorators.	Norwich.....
" 2..	Journeyman Painters.....	Various Employing Decorators.	Meriden .. .
" 5..	Weavers.....	Reliance Worsted Co.....	Norwich.....
" 5..	Carpenters.....	Building Contractors.....	Shelton (Huntington)
" 6..	Laborers.....	N. Y. N. H. & H. R. R. Co.....	Willimantic..
" 8..	Laborers.....	Joseph McCabe.....	Terryville (Plymouth).
" 12..	Journeyman Barbers.....	Master Barbers.....	Danbury.....
" 26..	Carpenters.....	Robert Porteus.....	Hartford.....
May 1..	Journeyman Bakers.....	Master Bakers.....	Hartford.....
" 2..	Carpenters.....	Various Employing Builders..	Stamford.....
" 2..	Hod Carriers.....	Various Contracting Builders..	Hartford.....
" 2..	Hod Carriers.....	Various Contracting Builders..	Waterbury...
" 2..	Carpenters.....	Various Contracting Builders..	Middletown ..

LOCKOUTS

No. involved.	Duration.	Cause of Difficulty.	Result.
23	9 days	Dissatisfaction with employment of objectionable workman.....	Unsuccessful
100	18 "	Demand for increased compensation.....	Successful
17	11 "	Demand for increased compensation.....	Successful
48	7 "	Objection to reduction in price per yard for weaving.....	Unsuccessful
40	*	Disagreement between various organizations.	Unsuccessful
320	5 days	Objection to reduction in schedule of prices..	Unsuccessful
250	1 day	Demand for increase in price paid for weaving	Successful
68	48 days	Disagreement regarding certain employees....	Successful
30	1 day	Demand for increase in compensation.....	Unsuccessful
15	9 days	Objection to working on material furnished builders employing non-union men.....	Compromised
40	1 day	Demand for increase in wage rate.....	Unsuccessful
35	8 days	Demand for increase in wage rate.....	Successful
97	1 day	Demand for increase in wage rate.....	Successful
90	3 days	Demand for increase in wage rate.....	Successful
35	25 "	Demand for increase in wage rate.....	Successful
50	5 "	Demand for change in working conditions....	Successful
9	5 "	Objection to employment of non-union men..	Unsuccessful
23	4 "	Demand for increase in wage rate....	Unsuccessful
37	3 "	Demand for increase in wage rate.....	Successful
15	11 "	Demand for change in method of adjusting earnings.....	Compromise
30	*	Objection to adoption of open shop system....	Unsuccessful
19	13 days	Demand for increased compensation.....	Partially successful
70	12 "	Demand for a \$3.50 per day rate and Saturday half-holiday.....	Partially successful
260	3 "	Demand for increase in wage rate.....	Partially successful
260	14 "	Demand for increase in wage rate.....	Successful
190	14 "	Demand for increase in wage rate.....	Partially successful

* No time lost, the disaffected workmen procured employment elsewhere.

STRIKES AND

Date.	Employees.	Employers.	Location.
1910.			
May 3..	Machinists.....	Automatic Machine Co.....	Bridgeport....
" 4..	Track Laborers.....	Central Vermont R. R. Co.....	Willimantic and vicinity
" 6..	Track Laborers.....	N. Y. N. H. & H. R. R. Co.....	New Haven...
" 7..	Pattern Makers.....	Various Manufacturers.....	Hartford.....
" 11..	Linemen.....	Aetna Construction Co.....	Old Saybrook.
June 1..	Bricklayers.....	Employing Contractors.....	Middletown ..
" 4..	Silk Twisters.....	Brainard & Armstrong Co.....	New London..
" 6..	Journeyman Plumbers.....	Master Plumbers.....	Willimantic (Windham).
" 9..	Shirt Ironers.....	Cluett, Peabody & Co... ..	So. Norwalk..
" 24..	Weavers.....	S. Blumenthal & Co.....	Shelton (Huntington)
July 2..	Machine Tenders.....	R. N. Bassett Co.....	Shelton (Huntington)
" 5..	Hod Carriers.....	Various Building Contractors..	Bristol.....
" 7..	Journeyman Barbers.....	Master Barbers.....	New Haven...
" 13..	Iron Moulders and Core Makers	Various Manufacturers.....	Hartford.....
" 13..	Iron Moulders.....	P. Laragy.....	Hartford.....
" 18..	Conductors, Trainmen and Yardmen.....	Central Vermont R. R. Co.....	New London, Norwich and Willimantic
" 25..	Laborers.....	Franklin Moore Belt Co.....	Winsted (Winchester)
Aug. 4..	Packers.....	Kolynos Co.....	New Haven...
" 8..	Hat and Cap Makers.....	Various Hat & Cap Manufactur- ers.....	New Haven...
Sept. 6..	Glass Cutters.....	Various Manufacturers of Ont Glass.....	Meriden
" 9..	Textile Workers.....	Narrow Fabric Corp.....	West Haven (Orange)....
" 15..	Journeyman Painters... ..	Employing Decorators.....	New Haven...
" 26..	Cigar Makers.....	A. Katta & Co.....	New Haven...
Oct. 24..	Straw Hat Sewers.....	Vanderhoef Straw Hat Co.....	So. Norwalk..
" 25..	Watch Timers.....	New Haven Clock Co.....	New Haven...

LOCKOUTS—(Concluded.)

No. in- volved.	Duration.	Cause of Difficulty.	Result.
9	5 days	Objection to proposed change in working hours.....	Unsuccessful
85	4 "	Demand for increase in wage rate.....	Partially successful
70	6 "	Misunderstanding concerning wages.....	Unsuccessful
32	151 "	Demand for adoption of rule providing for Saturday half-holiday.....	Not settled Nov. 1, 1910
15	4 "	Demand for adoption of nine-hour workday..	Unsuccessful
12	6 "	Demand for increase in wage rate.....	Unsuccessful
20	1 day	Demand for increase in wage rate.....	Successful
24	14 days	Demand for increase in wage rate.....	Successful
35	8 "	Alleged unfair treatment by foreman.....	Unsuccessful
50	1 day	Demand for reinstatement of discharged employe.....	Unsuccessful
24	25 days	Objection to proposed reduction in wage rate.	Successful
60	3 "	Demand for increase in wage rate.....	Unsuccessful
6	6 "	Refusal of Master Barbers to grant weekly half-holiday.....	Unsuccessful
157	94 "	Demand for increase in wage rate.....	Not settled Nov. 1, 1910
12	4 "	Demand for increase in wage rate.....	Successful
70	14 "	Demand for increase in wage rate.....	Successful
50	6 "	Objection to employment of a certain assistant foreman	Unsuccessful
20	3 "	Demand for increased rate of pay.....	Unsuccessful
20	58 "	Demand for recognition of union.....	Unsuccessful
158	62 "	Demand that factories should be unionized and for shorter hours of labor.....	Compromise
55	6 "	Demand for increase in wage rate and removal of a foreman.....	Unsuccessful
63	65 "	Demand that none but union men be employed	Not settled Nov. 1, 1910
85	2 "	Objection to the use of improperly prepared stock.....	Successful
40	21 "	Objection to reduction in schedule of prices..	Partially successful
70	8 "	Demand for double pay for overtime.....	Successful

EMPLOYERS' LIABILITY AND WORKMEN'S COMPENSATION.

"Recent Action Relating to Employers' Liability and Workmen's Compensation," by Lindley D. Clark, A. M., LL. M.

NATURE OF LIABILITY AND COMPENSATION SYSTEMS.

The past few years have been marked by a rapid increase of interest in the question of the adjustment and distribution of the burden of the results of industrial accidents, the doctrine of compensation as distinguished from that of liability coming for the first time in the United States to any widespread support. Where the idea of employers' liability controls, the employe is given a right of action against the employer in cases where injury from accident results as a consequence of the negligence of the employer or of some one charged with the performance of his nondelegable duties; with this, however, the rule must be considered that where the injured employe contributed by his own negligence to cause the accident, such contributory negligence bars recovery. Ordinary risks, not due to the employer's negligence, but incidental to the employment, are held to be assumed by the employe, and for injuries resulting therefrom no recovery of damages can be had; these risks include the acts, negligent or otherwise, of ordinarily carefully selected and ordinarily skillful and competent fellow-workmen. It is obvious that the only right allowed to an injured employe under this doctrine is the right to sue, which experience has shown to involve uncertainty, delay, expense, and the ultimate acquisition by the workman of only a fraction of the money actually expended by the employer in the way of defense and of payments on judgments.

The idea of compensation is that of an award of a fixed sum for injuries for which the employment is responsible, without the necessity of litigation or the endeavor to determine the question of fault. It is frequently provided, however, that where an employer is apparently grossly negligent, damages will be recoverable, and if the employe is willfully or grossly negligent he shall take nothing either by way of compensation or otherwise.

The common-law doctrine of employers' liability has been dominant in the United States to the present time, though modified in many particulars by statutes, both state and federal. In most other industrial countries the idea of compensation has superseded that of liability, Germany having led the way in 1884, followed by Austria in 1889. Great Britain placed a compensation law of limited application on her statute books in 1897, giving the right of compensation thereunder as alternative to the right to sue under either the common law or the liability act of 1880. The British act last mentioned has furnished the pattern for statutes in several states of the Union, laws of this general type and varying scope having been enacted in five states in the single year 1909. One state (Colorado) has abrogated entirely the defense of fellow service, while in a number of jurisdictions this defense is not allowed in the case of accidents on railroads. The other defenses named, i. e., of assumed risks and contributory negligence, are also modified or abolished under certain conditions in a number of states. In all these cases, however, the underlying idea of liability is not changed.

FEDERAL EMPLOYERS' LIABILITY LAW.

Federal legislation on the subject of employers' liability has been restricted to employes of common carriers, and necessarily to such of these as are engaged in interstate commerce, though two liability bills, one restricted to the Isthmian Canal and one applying to all laborers, mechanics, and other civilian employes of the United States Government, were introduced into Congress during the recent regular session. It was owing to failure to restrict the provisions of the statute of 1906 to interstate operations that that act was declared unconstitutional, except in the

District of Columbia and the Territories, as to which the powers of Congress are plenary. (1)

The liability law of April 22, 1908 (35 Stat., 65), was adopted with a view to correcting the defects of the earlier law, but was promptly declared unconstitutional by the Supreme Court of Connecticut (2) on the ground that it involved the administration of the law in state courts beyond either the intention or the power of Congress, and because its provisions affected matters beyond the scope of interstate commerce, and therefore also without the power of Congress. The result of this ruling was in any case a denial of the right of the state courts to administer the law, which view would be controlling on the subordinate courts of Connecticut. An appeal to the Supreme Court of the United States was taken in the Mondou case, the question of the constitutionality as well as of the application of the law being raised. This appeal has not yet been acted upon.

Another decision that, if sustained, would prove destructive to the value of this act was one in a federal court to the effect that actions under the law could be brought only in the district of which the defendant company was an inhabitant.(3) In the case in question this ruling would require the plaintiff, a brakeman injured in New Mexico, to bring his suit in the city of Topeka, Kans., of which the defendant corporation was an inhabitant. A third decision pointed out the limitations of the law in so far as death claims are concerned, ruling that it gave no survival of the employe's personal right to recover damages where the injury was fatal. (4)

The points raised in these decisions were made the subject of a variety of bills in Congress, whose object it was to cure the defects disclosed by them, though it was brought out in the debates and reports in connection with the proposed amendments that not all the points against the law were considered as well

¹Employers' Liability Cases, 207 U. S., 463, 28 Sup. Ct., 141; *El Paso & Northeastern R. Co. v. Gutierrez*, 215 U. S., 87, 30 Sup. Ct., 21.

²*Hoxie v. New York, etc., R. R. Co.*, 82 Conn., 352, 73 Atl., 754. *Mondou v. Same*, 82 Conn., 373, 73 Atl., 762.

³*Cound v. Atchinson, T. & S. F. R. Co.*, 173 Fed. 527.

⁴*Fulgham v. Midland Valley R. R. Co.*, 167 Fed. 660. (See also *Walsh v. New York, etc., R. Co.*, 173 Fed., 494.)

taken. Amendments were adopted giving to state and federal courts concurrent jurisdiction in all cases arising under the act, and allowing actions to be brought in the place where the injury occurred or in any place in which the defendant company was doing business at the time of the commencement of the action. Cases brought in state courts of competent jurisdiction can not be removed to a federal court. A section was added providing that the right of action of an injured person should, in case of death, survive to the personal representative for the benefit of dependents. The act as amended is reproduced below.⁽¹⁾ The question of survival may still be open in some cases, however, in view of the construction placed upon a similar statute ⁽²⁾ by the supreme court of Montana.⁽³⁾ In the case cited this court held that where death was instantaneous no right of action accrued, hence none could survive, though a less rigid construction of the Federal law seems possible, at least in view of the very clearly expressed intention of Congress in debate to provide for the accrual of a right to sue for the personal injuries of the employes as well as for the loss suffered by the dependents by reason of the death of the wage-earner, as set forth in the first section of the act.⁽⁴⁾

STATUTES PROVIDING INSURANCE.

The first absolute departure in the United States from the doctrine of liability and proved fault was the co-operative insurance law of Maryland, passed in 1902, and applicable only to mining, quarrying, and steam and street railways. This law provided for contributions at fixed rates by employers who might recoup themselves to the amount of one-half of such contributions from the wages paid employes. Payment on death was absolute, and the law was administered in all its details by the state insurance commissioner. After about two years' operations the law was declared unconstitutional as depriving parties of the right of trial by jury and conferring on an executive officer judicial or

¹See pp. 310 to 312.

²Mont., Acts, 1905, ch. 1, sec. 2.

³Dillon v. Great Northern R. R. Co., 38 Mont., 485, 100 Pac. 960.

⁴Duke v. St. Louis & S. F. R. R. Co., 172 Fed. 684; Watson v. St. Louis, I. M. & S. R. R. Co., 169 Fed. 942.

at least quasi judicial functions. A second law was passed by the legislature of this state in 1910 (ch. 153, p. 489), establishing cooperative insurance funds for the coal and clay miners of Allegany and Garrett counties. Employers and employes are to make equal contributions to a fund to be collected and held by the treasurers of the counties. Administration devolves on the county commissioners. The maximum award of \$1,500 is for the death of a person leaving dependents; while for maiming injuries a schedule of awards is provided, the maximum being \$750, though medical relief in the amount of \$1 per working day for not more than 26 weeks may also be allowed. For injuries without maiming, \$1 per working day may be allowed for not more than 52 weeks. Suit may be brought, but doing so bars compensation rights, and conversely the acceptance of benefits bars the right to sue.

A cooperative insurance fund for miners and mine laborers is contemplated by a statute of Montana (ch. 67, 1909), payments by employers to be computed on the basis of the tonnage mined and shipped, held for shipment, or sold locally; and by the employes on the basis of gross monthly earnings. Insurance is compulsory, and the funds are administered by state officials. Death benefits in the amount of \$3,000 are provided for, besides payments of various sums for total or partial disability. The right to sue is not taken away, but bringing suit forfeits all rights under the insurance scheme, while acceptance of insurance benefits is to operate as a waiver of the right to sue. This law becomes operative October 1, 1910, payments to begin 4 months thereafter.

STATUTES PROVIDING FOR COMPENSATION.

The idea of compensation for injuries, using the term in its strict sense, found its first legislative expression in any jurisdiction of the United States in a statute enacted by the United States Philippine Commission in 1906 ⁽¹⁾ and applicable to employes of the insular government, including laborers. This law continues the regular wages or other compensation during dis-

¹Act No. 1416.

ability resulting from injury in line of duty for not more than 90 days.

The next legislation of this character was by the Federal Congress, ⁽¹⁾ and applies to artisans and laborers employed by the United States in any of its manufacturing establishments, arsenals, or navy-yards, or in the construction of river and harbor or fortification work, or in hazardous employment on construction work in the reclamation of arid lands or the management and control of the same, or in hazardous employment under the Isthmian Canal Commission. Compensation for disabling or fatal injuries incurred in the course of employment is fixed at an amount equal to one year's earnings, to be paid as if the employe had continued in service. Injuries must continue more than fifteen days to entitle to compensation, and if they are due to the negligence or misconduct of the employe no payment is to be made. Claims for injuries must be submitted within a reasonable period, in cases of fatal injuries within ninety days after the death of the injured person. The administration of this law is committed to the Secretary of Commerce and Labor, who determines all questions of negligence or misconduct and who may require recipients of compensation to submit to medical examination to determine their right to a continuance of the compensation. Examination at least once in six months is directed.

In administering this law it was found that, on account of distance and for other reasons, a number of claims, chiefly those arising from deaths of employes in the Canal Zone, were submitted after the expiration of the 90-day limit and could not therefore be considered. An amendment was introduced in Congress to allow these rejected claims to be considered on their merits, waiving the limitation, but the provision causing the difficulty was not touched upon. This bill also proposed to authorize the President to provide for the adjustment of claims for injuries received by employes of the Isthmian Canal Commission between May 1, 1904, and August 1, 1908, when the present law took effect. Other amendments to the same law proposed the extension of its benefits to all civilian employes of the United States whose earnings or wages are less than \$3,000 per annum, including employes of the Isthmian Canal Commission and the

¹Act of May 30, 1908, 35 Stat. 556.

Panama Railroad and Steamship Line. Injuries continuing more than five days would be compensated, and persons permanently disabled would receive seven years' wages, but not less than \$3,500 nor more than \$7,500. Death benefits to dependents are set at an amount equal to five years' wages, but not less than \$2,000 nor more than \$5,000. If persons only partly dependent survive, these sums are to be reduced proportionately, but may not exceed two years' earnings, or \$1,800. Where no dependents survive, burial expenses not exceeding \$150 are the only payment contemplated. None of the proposed amendments passed except one giving the Isthmian Canal Commission the right to arrange by its own action for compensating cases of injury of an aggregate duration of not more than 30 days in any one year.⁽¹⁾

PROPOSED FEDERAL LEGISLATION.

The first bill introduced into the House at the convening of the Sixty-first Congress was one providing for compensation to be paid to all injured employes of persons carrying on occupations and trades subject to the regulative power of Congress and changing the general law for injuries received on mail routes. No action was taken on this bill beyond committee reference and some hearings. A substitute bill was introduced under practically the same title toward the latter part of the second session. This bill proposes the establishment of a federal commission of injury awards, consisting of three members to be appointed by the President and confirmed by the Senate. This commission is to establish regulations and make orders for carrying into effect the proposed law and have general charge of administration. Employes coming within the scope of the bill are to be compensated for injuries causing disability for two weeks or more, unless such injuries are caused by their own wanton and willful action. Where the injury is the result of the wanton and willful act of the employer, the proposed law leaves the injured party or his representative free to prosecute a suit for damages; otherwise indemnities are to be paid according to a schedule which states in detail the percentage of the injured employe's

¹Act of February 24, 1909, 35 Stat. 645.

earnings that shall be paid according to the rate of earnings and to the number of dependents, when the injury results fatally, and according to the nature and degree of the disability where the injury is not fatal. Provisions are made for review, appeals and the determination of disputes, and for recoupment where the person primarily liable is not the one to whom the injured party had recourse in securing compensation.

UNITED STATES WORKMEN'S COMPENSATION COMMISSION.

While this bill did not become a law, a joint resolution was passed and approved by the President ⁽¹⁾ providing for the appointment of a commission for the purpose of making a thorough investigation of the subject of employers' liability and workmen's compensation.

In the House report accompanying the bill, as submitted to that body by its Committee on the Judiciary, it was said that—

One of the most pressing problems of interstate commerce that to-day demands the attention of Congress is that of wisely and equitably adjusting the loss to workmen of life and earning power which is the certain and inevitable consequence of modern methods of transportation.

The existing system, based upon the common law, circumscribed by the rigorous limitation placed upon it by judicial decisions, is entirely inadequate and had its origin in conditions of employment and methods of operation long since outgrown and abandoned.

The basis of that system, briefly stated, is to place a legal liability upon the employer to the workman for the loss of life or for disabling injury wholly upon the ground of negligence of the employer, and to put upon the person injured the burden of establishing that negligence by competent legal proof.

Judicial decision has specially limited the common law of negligence when it is applied to employes by the fellow-servant doctrine and the assumed-risk doctrine. Under these doctrines accidents caused by fellow-servants, though necessarily numerous under modern conditions, are uncompensated; and accidents caused by dangers inherent in the occupation itself are likewise uncompensated, although such dangers steadily increase as the industry develops.

¹House joint resolution No. 127, approved June 25, 1910.

The general principle of liability is seriously and sometimes fatally restricted by the superadded limitation of contributory negligence.

Finally, as the burden of legal proof rests on the injured, even where the decisions entitle him to a "right of recovery," he is unable to "secure his proofs," and so frequently redress is lost.

A large percentage of accidents are not due to negligence at all. Even in those cases in which negligence does exist, if redress is sought, it must be sought by suit against the employer.

The law of negligence itself, as applied to industrial accidents, has developed into an intricate mass of technicalities and subtleties, so that even the most experienced personal-injury lawyer can seldom know with certainty beforehand the outcome of a suit.

Lamentable uncertainty as to rights and obligations results whenever an accident happens.

Employees to-day bear both the physical and financial loss in a large percentage of accidents, with disastrous effect upon their families. Employers, though endeavoring to conduct their business with care, are harassed by a constant succession of suits for negligence, being subjected to great waste of energy and money in defending them, and being mulcted with large verdicts when they have no real moral blame.

Brief accounts of the federal laws as to employees of interstate common carriers and of the compensation act of May 30, 1908, were then given. As to the latter law, the report said:

This legislation demonstrates that in the opinion of Congress the existing common-law system of employers' liability in industrial employment is fundamentally wrong and needs a radical change.

This conclusion is neither novel nor untried. When railways were first introduced in Prussia, as far back as 1838, it was at once seen that common-law action, requiring the injured to prove negligence, offered a totally inadequate remedy, and the railroad law of 1838 was passed, treating the accident as an occupation product and discarding the negligence basis.

Practically every civilized industrial nation in the world has since discarded the old system based on fault and submitted a system under which the industry bears the burden of relieving the distress of its injured workers practically without litigation.

That this question is of transcendent importance and one wholly connected with the advanced policies of the government respecting the rights of labor and the proper equitable relations between the employer and the workman is evidenced by the utterance of President Taft in a recent address at Worcester,

Mass., speaking before the joint committee of brotherhoods in train service:

"I am hopeful, indeed, that before many years have passed we shall be able to adopt a system * * * by which there shall be settled promptly, on rules specified with the same degree of certainty that they are specified in an insurance policy, how much a man shall receive for an injury, proportionate to the wages that he gets and proportionate to the disabling character of the injury. * * * In other words, I think we ought to have a uniformity of award, a dispatch and quickness in award, so that the lawyers may be eliminated, and that the money may go directly to the object to which it ought to be devoted. It will rid the courts of litigation with which they are now loaded down. It will make the awards reasonable but quick, and there will be no division in the money paid to the widow and the orphans or to the helpless cripple. That system is forcing its way in Europe, and I hope we may have it here. In that way the good feeling between the company and the employe will be facilitated and justice will be done. The railroads can calculate with the utmost accuracy, by statistical reference, how much money they will have to devote to that sort of liability, and I think everybody will be in better condition. The middleman will be eliminated and only the employe, on the one hand, and the treasury of the railroad, on the other, will be affected."

And by President Roosevelt's address at Jamestown:

"As a matter of fact there is no sound economic reason for distinction between accidents caused by negligence and those which are unavoidable, and the law should be such that the payment of those accidents will become automatic instead of being a matter for a lawsuit. Workmen should receive a certain definite and limited compensation for all accidents in industry, irrespective of negligence. It is neither just, expedient, nor humane, it is revolting to judgment and sentiment alike, that the financial burden of accidents occurring because of the necessary exigencies of their daily occupation should be thrust upon the sufferers who are least able to bear it."

Taking up the subject of the proposed measure for the enactment of provisions for compensation for employes in such undertakings as are under federal control, the result of the hearings on this bill was summarized as follows:

Notice was given to the leading common carriers throughout the country and to the representatives of the employes. They appeared before the committee, and it was frankly stated by the

representatives of the carriers and of the locomotive engineers that in their judgment the time was rapidly approaching when some method of the kind proposed by the pending bill, if a proper and equitable basis could be found, would be the best possible solution of the problem.

The objections urged before the committee against the present system of liability were in substance—

(1) That uncertainty of rights and obligations involves suffering to the workmen and hardship upon the employers.

(2) That only a small proportion of the workmen injured by accidents of employment get small compensation, and that as a result they and their dependents are forced into a lower standard of living, and often become burdens upon the state through public or private charity.

(3) That the system is wasteful, being costly to employers and the state and of small benefit to the victims of accidents, as a very large proportion of amounts recovered is paid for costs of litigation and for attorneys' fees.

(4) That the system is slow in operation, involving of necessity great delay in the settlement of cases, and that delay is fatal to families dependent on daily earnings.

(5) That the operation of the law breeds antagonism between employers and employes.

(6) That antagonism of interests retards development of prevention of accident measures.

As a result of these hearings the committee and the parties directly interested, the common carriers and the employes, were of the opinion that it was important that more information of a definite, tangible, and thorough character should be obtained before a scheme could be devised which would be satisfactory to employers and employes.

This report was incorporated bodily into the Senate report accompanying the resolution as submitted to the Upper House. The commission consists of two members of each House, together with two persons to be selected by the President of the United States. It is authorized to employ persons familiar with the subject, to issue subpoenas, administer oaths, summon witnesses, require the production of books and papers, and receive testimony taken before any proper officer in any state or territory of the United States. Expenditures not to exceed \$15,000 are authorized. The commission is to report to Congress through the President not later than the first Monday in December, 1911, and shall recommend such legislation as seems advisable.

ATTITUDE OF STATE LEGISLATURES TOWARD THE COMPENSATION SYSTEM.

The attitude of the state legislatures toward the doctrine of compensation may be said to be at least receptive, since not less than eight have recently passed laws or resolutions providing for commissions with the object of making investigations and proposing legislation of a nature suited to better meet the conditions of industrial operations than does the present system; while the governors of Montana and Washington have recently appointed commissions, apparently without special legislative authorization.

MASSACHUSETTS.

Probably the first state to move in this direction was Massachusetts, which in 1903 provided by a resolution adopted by the state legislature for a committee of five citizens of the Commonwealth to be known as a committee on the relations between employer and employe. The question of the liability of the employer for injuries to employes was mentioned as to be especially considered. The report of this committee supported "the theory that, where a man receives injury while in the course of his employment, society should recoup him in some measure without resorting to charity. * * * As the deterioration of a plant is paid for by being added to the cost of production, the deterioration of the man should also be added to the cost of production. The theory is also—and this has determined the acts of foreign countries in this respect—that society ultimately pays all such costs through consumption." The conclusion was reached that the liability theory was not satisfactory, and the committee recommended a compensation law, applicable to employment on, in, or about railroads, street railways, factories, workshops, warehouses, mines, quarries, engineering work, and work in the construction, alteration, or repair of a building where scaffolding, staging, or ladders are used, on buildings being demolished, or in work about the construction, repair, or destruction of buildings where steam, water, or other mechanical power is used in the work.

The commission was unanimous in the opinion that the compensation law should operate exclusively in its field, but would

reserve to an injured employe the right to sue in cases where the employer's gross negligence was the cause of the injury. The bill provided that proceedings instituted under either the compensation or the liability law barred the employe from action under the other. Medical inspection at the option and cost of the employer was provided for, with reference in disputed cases to medical referees to be appointed by the governor and paid by the county. Disputes as to facts were to be settled by a committee representing the employer and the employe, by an arbitrator agreed upon by the parties, or by a referee appointed by a justice of the superior court. Appeals were to be permitted on questions of law to the supreme judicial court, pending which any justice of the superior court might order compensation to be paid on proper and adequate representations. The maximum compensation for death was three years' earnings, not less than \$1,000 nor more than \$2,000; for disability, 50 per cent. of the daily earnings to amount to not more than \$10 weekly, and to be allowed for not more than four years.

This bill was rejected, and no further action was taken until by an order of the senate, concurred in by the house, a committee of eight members of the house and three of the senate was appointed in 1907 to report to the next legislature (among other matters) as to the expediency of legislation providing for "compensating workmen who are accidentally injured in the course of their employment." The majority of this committee felt that a compensation law of general application was at least not feasible at the time, though five members renewed the recommendation of the earlier committee. What was actually done by the legislature was to enact a law (acts of 1908, ch. 489; see acts of 1909, ch. 514, secs. 136-142, Bull. No. 85, p. 626) authorizing employers to submit to the state board of conciliation and arbitration schemes of compensation, which, if approved by the board, might form a basis of contracts between such employers and their employes by virtue of which the provisions of the compensation scheme should be substituted for the liability of the employer under the common law or the employers' liability act.

That such tentative and permissive legislation has not satisfied the demands of the parties in interest in the State of Massachusetts is evidenced by the adoption of a resolution by the legisla-

ture of that state (approved June 7, 1910) to the effect that "the public good requires a change in the present system of determining the compensation of employes for injuries sustained in industrial accidents, and that the Commonwealth ought to provide different and more suitable relief." The governor was, therefore, authorized to appoint, with the advice and consent of the council, a commission of five persons for the purpose of investigating the present laws of the state on the subject of employers' liability, and the laws and systems of other states and countries, and to "draft an act for the compensation of employes for industrial accidents." A printed report of data and statistics and a draft of an act are to be submitted on or before the second Wednesday in January, 1911. Expenditures by the committee may not exceed \$10,000.

ILLINOIS.

In the State of Illinois a committee appointed in 1905 reported a bill to the legislature of 1907 intended to provide a system of insurance of employes against the consequences of industrial accidents and authorizing contracts between employers and employes on the basis of an insurance scheme embodied in the bill. This bill failed of enactment. At an extra session of the legislature in 1910 an act was passed providing for a commission of twelve members, to be appointed by the governor, six of whom should be employers of labor, and six "either employes or persons known to represent the interests of workmen." The duties of this commission are to investigate the problems of industrial accidents, and especially the present condition of the law of liability for injuries or death suffered in the course of industrial employment, both in Illinois and in other states and countries; to inquire into the most equitable and effectual method of providing for compensation for such losses, and to report its conclusions with a draft of such bill or bills as may be deemed appropriate, on or before September 15, 1910. Co-operation with similar commissions of other states, so far as practical, is directed; and the sum of \$10,000 appropriated for the expenses of the commission.

WISCONSIN.

The legislature of Wisconsin in 1907 considered a bill embodying the idea of compensation somewhat as represented in the British act, but without adopting such a measure. In 1909, a resolution was passed looking to the appointment of a committee, consisting of four members of the assembly and three of the senate, "to thoroughly investigate the subject of industrial insurance and to report a bill or bills covering that subject." The line of investigation mentioned was not to limit the field of the committee's inquiries and it was empowered to enter upon such others in connection therewith as it should deem expedient. Expenditures for stenographers, clerks, assistants, and experts, and the reimbursement of personal expenses of the committee were authorized.

MINNESOTA AND NEW YORK.

Two other commissions were appointed in 1909, the legislature of New York, by an act of May 27 (ch. 518), and that of Minnesota, by its act of April 20 (ch. 286), providing such bodies. The New York commission consists of fourteen persons, of whom six were to be appointed by the governor, three by the president of the senate from the senate, and five by the speaker of the assembly from the assembly. The working of the New York law was to be investigated as well as "the comparative efficiency, cost, justice, merits, and defects of the laws of other industrial states and countries relative to the same subject." The sum of \$10,000 was put at the disposal of this commission, and the commissioner of labor directed to co-operate with it. The commission was to report to the legislature of 1910, if practicable; otherwise, to that of 1911.

The Minnesota commission consists of three persons appointed by the governor, by and with the consent of the senate, and was by the act creating it given the name of "The Minnesota Employees' Compensation Commission." By the terms of the act one employer, one employe, and one member learned in the law were to be selected, each of them to be known to possess knowledge of and training in the subject of compensation of employes for injuries received in the course of employment. The

laws of other states and foreign countries were to be studied, with a view to discovering whether or not they were successfully adapted to the needs of the jurisdictions in which they are operative, and sufficient data and information furnished to indicate the practical adaptability of such laws to the industrial and constitutional conditions controlling in the state. The report of information collected and the bill or bills drafted by the commission are to be in readiness at the opening of the legislative session of 1911. This commission is allowed only its expenses, in an amount not to exceed \$5,000.

NEW JERSEY AND OHIO.

Two other legislatures besides that of Massachusetts provided in 1910 for commissions of the same nature as those above mentioned. In New Jersey the governor in his annual message recommended the appointment of a commission "to consider the provisions of the employers' liability acts of Great Britain, Germany, and other foreign countries, and to report to the next session of the legislature a draft of an act with relation to compensation for accidents to employes." Joint resolution No. 2, approved April 9, 1910, called for the appointment by the governor of two representatives of the labor interests of the state, two who are representative of the employers' interests, together with one member of the senate named by its president and one member of the house named by its speaker, these persons to constitute a commission to make inquiry into the subject-matter recited in the above quotation from the preamble of the resolution. The legislation of the various states and of foreign countries is to be considered, as well as the results of the same, and a bill is to be reported to the next session of the legislature, with the reasons therefor. The expenses of this commission are limited to \$1,000. The other legislature to take action in this direction is that of Ohio, which enacted a law (senate bill No. 250, approved May 17, 1910) authorizing the appointment by the governor of a commission to be composed of persons known to possess knowledge and training in the subject of employers' liability laws and compensation of employes for injuries. Two of these persons are to represent employers, two to represent la-

bor, and the fifth to be an attorney at law. This commission is to conduct an "investigation into the subject of a direct compensation law or a law affecting the liability of employers to employes for industrial accidents." The commission is authorized to visit different states and localities to investigate the laws of other states and countries, and to employ and pay all necessary assistants. Actual and necessary expenses are authorized, no amount being specified. A full report of the work and findings of the committee is directed to be made at the opening of the next regular session of the general assembly, "together with such bill or bills providing for the speedy remedy for employes for injuries received in the course of their employment as will be fair, just, and reasonable to both employers and employes." This legislature passed a very advanced employers' liability law before adjournment.

CONFERENCES OF COMMISSIONS.

Members of the three commissions appointed in 1909—i. e., of Minnesota, New York, and Wisconsin—with other persons interested in the subject, met, at the invitation of the Minnesota commission, in a conference on workmen's compensation acts at Atlantic City, N. J., in July, 1909. Constitutional and economic considerations were presented in this conference, and a permanent organization provided for, to be known as the "National Conference upon Compensation for Industrial Accidents." The second meeting of this body was held at Washington in January, 1910, a third at Chicago in June, and a fourth arranged for at St. Louis in December, 1910. At the Washington conference the same state commissions were represented as at Atlantic City, while at Chicago the programme called for reports from these three and from the Illinois, New Jersey, and Ohio commissions, the Massachusetts commission having been appointed too late to be mentioned in the programme, though it was represented at the meeting.

MINNESOTA BILL.

The subject announced for discussion at the Chicago conference of June, 1910, was the "Workers' Compensation Code," this

being the name given to the draft of a bill proposed for submission to the legislature of the State of Minnesota. This draft proposes to substitute for liability under the common law and state statute law a provision for compensation to apply to all dangerous employments, such employments being defined as all those in which hereafter occurs any bodily injury to an employe arising out of and in the course of such employment.

The sections of the bill providing for and defining the compensation to be paid are as follows:

SECTION 2. That every such employer shall be liable to pay to every such employe so injured, or in case of his death, to the legal representatives, as hereinafter defined and apportioned for all bodily injuries received by such employe arising out of, and in the course of, such employment in this state disabling such employe from the regular service in such employment for more than ten days and according to the schedule of rates contained in section three of this act, or the condition precedent only, that, in case of dispute as to the amount to be paid for such injuries, or the failure or refusal to agree upon or to pay same, such employe or the legal representatives thereof shall comply with the provisions of this act.

SEC. 3. The compensation herein and hereby allowed, if established as herein provided, having arisen out of and in the course of such dangerous employment within this state, shall be on the following basis:

(a) For immediate death or for death accruing within five years as a result of such injuries, or for injuries causing total incapacity for that service for five years or more, sixty per cent. of the amount of wages the injured was receiving at the time of the accident for a period of five years, provided, such payment shall not continue longer than to aggregate three thousand dollars.

(b) For total or partial disability for less than five years, sixty per cent. of the wages the injured was receiving at the time of the injury so long as there is complete disability for that service and that proportion of the said percentage which the depleted earning capacity for that service bears to the total disability when the injury is only partial or after it becomes only partial.

(c) In addition to the foregoing payments, if the injured loses both feet or both hands, or one foot and one hand, or both eyes, or one eye and one foot or one hand, he shall receive, during the full period of five years, forty per cent. of the wages which he was receiving at the time of such accident; or if he loses one foot, one hand, or one eye, the additional compensation therefor

shall be fifteen per cent. of his wages; or if he be otherwise maimed or disfigured, then, for such maiming or disfigurement, during the time it shall continue, he shall receive therefor such proportion of forty per cent. as such maiming or disfigurement bears in depleted ability in the employment to the relative loss of the members specified herein: *Provided*, That in no case shall all of the payments received herein exceed in any month the whole wages earned when the injury occurs, nor shall the said forty per cent. when all received, or any portion thereof, and the said sixty per cent. when all received, or any portion thereof, continue longer than to make all sums aggregate five thousand dollars.

The determination of claims is to be effected by a "board of awards" to consist of three members from each judicial district of the state. The risk may be insured, and a percentage (not fixed in the draft) of the cost of such insurance may be deducted from the employe's wages. Provisions for rehearing are contemplated, but not provided for in this draft of the bill. A provision that is necessary and common to all bills on the subject is that injured employes shall submit themselves to medical examination from time to time at the expense of the employer, refusal to submit thereto suspending payments during the continuance of such refusal.

WISCONSIN BILL.

The Wisconsin commission in March, 1910, presented two tentative bills to the public, one modifying the law as to employers' liability, and the other proposing a compensation law proper. Public hearings were held on these bills in April, after which the bills were redrawn and again printed, while a third draft, embodying a number of changes, was presented in midsummer. The compensation bill provides for a choice by private employers between its provisions and those of the proposed liability bill, but is compulsory on the state and its municipalities in their capacity as employers. Employes may reserve their rights to sue under common or statute law by contracts in writing at the time of hiring, though it will be presumed that both employer and employe have accepted the compensation law as governing their rights in case of accident. Principal contractors are liable for

injuries to employes of subcontractors, but may be indemnified by such subcontractors if the board of arbitration provided for in the act so awards. The provisions of this bill as to compensation are contained in sections 12 to 15, which are as follows:

SEC. 12. Any employe injured while performing duties growing out of and incidental to his employment, or his legal representative if death results therefrom, shall, without regard to negligence, receive compensation from his employer as herein provided, except for injuries or death caused by the willful misconduct or intoxication of such employe.

SEC. 13. So far as preference or lien is concerned, the compensation herein provided shall stand exactly upon the same basis as the wages of such employe.

SEC. 14. The compensation payable according to this act shall be as provided in the following schedule:

(1) In case of disability the compensation shall be:

(a) Free medical treatment at the time of the injury and as long thereafter as necessary, not to exceed ninety days, medicine and other means of treatment, also the facilities (crutches, supporting apparatus, etc.) to aid in the success of the treatment and to diminish the effects of the injury.

(b) An indemnity, payable as wages on the first day of the second week after the injured employe leaves work as the result of the injury, and at the same intervals thereafter as long as the disability lasts, or until the amount of the indemnity paid equals the amount of compensation payable as a death benefit.

(c) If the period of disability does not last more than one week from the day the injured employe leaves work as the result of the injury, no indemnity shall be paid.

(d) The amount of the indemnity shall be:

First. In the case of total disability, 65 per cent. of the annual earnings.

Second. In the case of partial disability, 65 per cent. of the loss in wages.

(e) If the injury causes the irrecoverable loss of one or both eyes, or the immediate severing of hand or foot at or above the wrist or ankle, the following benefits, which shall be in lieu of an indemnity, shall be paid:

First. In the case of the total and irrecoverable loss of the sight of one eye, three-fourths of the average annual earnings; of both eyes, four times the average annual earnings, but not less than two thousand dollars.

Second. In the case of the loss of one hand or one foot, one and one-half times the annual earnings, but in any event not less than five hundred dollars nor more than two thousand dollars;

of both hands or both feet, or of one hand and one foot, four times the average annual earnings, but not less than two thousand dollars.

(f) If in consequence of the accident the injured person is rendered not only entirely incapable of work, but also sufficiently helpless to require the assistance and care of a nurse, the indemnity shall be increased to one hundred per cent. of the annual earnings as long as this condition lasts, or until the indemnity paid equals the amount of compensation payable as a death benefit.

(g) If the injured person was at the time of the injury already suffering from partial or permanent disability, and is also receiving compensation therefor, compensation shall be paid in accordance with subsection five of section fifteen in the same manner and to the same extent as though the former injury had not been sustained.

(2) In case the injury results in death, the compensation shall include the benefits provided in subsection one of this section for the period before death, and an additional amount sufficient to make the whole compensation equal to the following:

(a) If the injured person leaves any person or persons wholly dependent upon his earnings at the time of his death, a sum equal to three times his annual earnings, computed according to the provisions of section fifteen, in the employment of the same employer during the year next preceding the injury, but not less than one thousand dollars nor more than three thousand dollars; this sum, with interest at six per cent. per annum, shall be paid as wages and at the same intervals until the whole amount has been paid, unless the county judge of the county in which said dependent or dependents reside, upon application made to him for that purpose, shall determine that such compensation should be paid in a lump sum.

(b) If the injured person leaves no one wholly dependent upon his earnings, but leaves any person or persons partially dependent thereof, a sum equal to the same proportion of the payments provided for the benefit of persons wholly dependent as the amount contributed to said partial dependents bears to the annual earnings of the deceased at the time of his injury.

(c) If the injured person leaves no dependents, a reasonable sum for his burial, which shall not exceed one hundred dollars.

SEC. 15. The basis for computing the compensation specified in section fourteen shall be as follows:

(1) The compensation is to be computed on the basis of the annual earnings which the injured employe received as salary

or wages in that employment during the year next preceding the injury. Wages or salary in excess of one thousand dollars shall not be considered.

(2) The annual earnings, if not otherwise determined, are to be regarded as three hundred times the average daily earnings. In such computation wages in excess of three dollars and thirty-three and one-third cents a day shall not be considered. For persons in employments in which it is the custom to operate for a part of the whole number of working days, such number shall be used instead of three hundred as the basis on which to reckon the daily earnings.

(3) If the injured person has not been employed in the employment for a full year immediately preceding the accident, compensation shall be reckoned according to the annual earnings which persons of the same class of the same or neighboring employments of the same kind have earned during this period. If this is impossible, three hundred times the amount which the injured person earned on an average on those days when he was working during the year next preceding the accident is to be used as a basis for the computation.

(4) In the case of injured persons who earned either no wage or less than three hundred times the usual daily wage of the adult day laborers of that locality, the yearly wage shall be reckoned as three hundred times this average local daily wage in the same or similar employments.

(5) In computing the compensation in the case considered in subdivision "g" of subsection one of section fourteen for persons who before the injury were already suffering from partial or permanent disability, the yearly earnings shall be reckoned as three hundred times the average daily wage received at the time of the last injury.

The bill provides for notice of injury, medical examinations at the option and cost of the employer, and for a board of arbitration for the adjustment of disputes. Appeals may be had from the findings of this board to the circuit court of Dane county, in which the state capital is located. Insurance of the risks under the law is contemplated, the compensation for each workman to constitute an individual risk.

NEW YORK STATUTES.

Of the commissions appointed in 1909, that of New York achieved the distinction of first results in so far as the enact-

ment of a recommended bill is concerned, due in part, perhaps, to the fact that the legislature of that state meets annually, while those of Minnesota and Wisconsin meet biennially. The commission recommended legislation along two lines—one a compulsory compensation act applicable to specified dangerous employments, and one an elective compensation plan of general availability, coupled with amendments to the existing laws on liability. In accordance with these views, bills were drafted and introduced into the legislature covering both the proposed fields. Laws were enacted practically in accord with the proposals of the commission, the elective bill having become a law on May 24 as chapter 352 of the session laws of 1910. The compulsory bill became a law June 25 and is chapter 674 of the session laws. On account of the special interest attaching to the enactment of laws of this character by an American legislature, the first act is reproduced in full at pages 312 to 319, including the amended form of the liability law, which must be taken in connection with the compensation law, since its provisions are to be considered by employers and employes in their determination of the choice of remedies, i. e., of liability or compensation. The second or compulsory act is reproduced only in so far as its provisions differ from those of the elective law. The provisions as to notice, scale of compensation, medical examinations, mental incompetence of injured workmen, the settlement of disputes, preferences of compensation claims and exemptions from levy, execution, or attachment, and attorneys' fees are practically identical in the two laws. The distinctive sections, Nos. 215, 216, 217, 218, and 219-g, are given on pages 319 to 321.

REPORT OF NEW YORK COMMISSION.

ECONOMIC REASONS FOR A COMPENSATION SYSTEM.

The New York commission, in connection with the performance of the duties of its appointment, submitted to the state legislature, March 19, 1910, a report of 271 quarto pages, with a companion volume of 470 pages, containing minutes of evidence. Fourteen executive sessions of the commission were held, besides numerous meetings of committees and subcommittees; there were also eleven public hearings in the principal

cities of the state, from November, 1909, to January, 1910, at which representatives of employers, of labor unions, and of various interested businesses and organizations were present, as well as individuals qualified to speak of particular phases of the subject in question, witnesses to the number of 121 having been examined during these sessions.

Special reports were prepared on the liability system of New York, the compensation systems of principal European countries and their adaptability to conditions prevalent in the state, and the relief associations of the state. Several statistical studies were also made to discover the economic and legal outcome of accidents; the cost of industrial accidents to employers and the distribution of such cost to hospitals, for fees, insurance premiums, settlements, and as damages; and the proportion of claims to accidents, of insured losses paid to amount of premiums, and the relation of cost of liability insurance to that of collective insurance in different dangerous trades. Another line of investigation was by means of inquiries to employers reporting accidents to the state department of labor (1,942 in number), to employers reporting accidents to the public-service commissions (975 in number), and to the presidents of 2,331 labor organizations in the state, to obtain an expression of opinion as to the justice of the existing liability system and the advisability of a change in the law. Letters were sent to the judges of the supreme court and court of appeals of the state and to the federal judges in the state as to the practical operation of the liability law; to 226 prominent lawyers of the state, asking opinions as to the constitutionality of certain proposed changes in the law; and to the commissioner of labor, the chairmen of the public-service commissions, and the superintendent of insurance as to the scope and methods of the investigation. The subject of the causes of industrial accidents was turned over to a special committee, which visited a number of factories and buildings in course of erection, besides holding one public hearing. By this means a large amount of suggestive material and of facts as to existing conditions was brought together, much of which is presented in the report and its twenty-one appendixes, and in the minutes of evidence already mentioned.

The first recommendation of the commission is directed to the question of the prevention of accidents, to effect which it urges the extension of the powers and activities of the public-service commissions in this particular direction, especially in regard to steam railroads, the enlargement of the factory-inspection force in the department of labor, and the organization of a branch of the inspection work to supervise building operations. The need of a better method of securing reports of accidents is also touched upon.

As to the principal subject of its investigation the commission says that it "is strongly of opinion that the present legal system of employers' liability in force in this state, and practically everywhere else in the United States, in industrial employments is fundamentally wrong and unwise and needs radical change." "It is, of course, a grave and serious matter for the state of New York to contemplate an entire change in its system of employers' liability, yet the most enlightened thought, both of employers and workmen, is in favor of such changes in the law as shall tend toward the substitution for the present vicious system of a new system of workmen's accident compensation." "In the last ten years the conclusion has been slowly but surely generating in the public mind that present conditions as to employers' liability are intolerable. We are firmly of the opinion that the time has come for the enactment of laws on this subject which shall be at least the first step to a satisfactory solution of the difficulties of the present system."

The report then reviews under separate heads and with some detail of discussion—

1. The present law of the State.
2. The laws of the United States and other States.
3. The operation of the present legal system and its economic results.
4. The laws of foreign countries.
5. Recommendations for immediate action and the grounds therefor.

The first and second topics are briefly discussed, reference being made to Bulletin No. 74 of the United States Bureau of

Labor for a summary of the laws of the various states. Under the third head four principal objections against the present system are developed:

(a) That only a small proportion of the workmen injured by accidents of employment get substantial compensation, and therefore, as a rule, they and their dependents are forced to a lower standard of living, and often become burdens upon the state through public or private charity.

(b) That the system is wasteful, being costly to employers and the state, and of small benefit to the victims of accidents.

(c) That the system is slow in operation, involving of necessity great delay in the settlement of cases.

(d) That the operation of the law breeds antagonism between employers and employes.

The support furnished these objections by the results of the investigations conducted by the commission, and by other facts, was regarded by it as conclusive. In connection with the first objection the commission investigated 181 cases in which married men lost their lives in industrial accidents in 1907 and 1908 in Erie county and in the Borough of Manhattan. Of this number it was found that the families received nothing in fifty-six cases, that they received \$100 or less in twelve cases; from \$101 to \$500 in fifty-two cases, from \$501 to \$2,000 in nineteen cases, more than \$2,000 in twelve cases, while suits were pending in thirty cases, so that in 79 per cent. of the closed cases the families received \$500 or less, and in only 7.9 per cent. of such cases did they receive more than \$2,000, or an amount equal to three times the average yearly earnings of the workmen considered. An investigation of 1,040 work accidents by the state labor department, in which total losses and payments were ascertained, showed that in 404 of the 902 cases of temporary disability (lasting from one week to more than one year) nothing was received by the injured person, not even medical expenses; while in 304 cases the amount recovered from the employer was less than one-half the loss of wages and expenses of the injury. In 71 cases there was permanent partial disability, reducing the earning capacity of the employe in varying amounts. Of this

number eighteen received nothing, twenty-two received \$100 or less, fourteen received from \$101 to \$500, five received from \$501 to \$2,000, while one person received more than \$2,000; suits were still pending in eleven cases. In 902 cases of temporary disability there was a wage loss of \$66,800, besides medical expenses amounting to \$20,000, while all payments by employers amounted to but \$25,339, or less than 30 per cent. of the losses and costs. Payments in cases of permanent partial disability make a somewhat better showing, approximating 34 per cent. of the actual losses, though this omits from consideration the depreciated earning power; while in ten cases of permanent total disability, computed on a basis of three years' wage loss, the payments by employers amounted to but 9.7 per cent. of the losses and costs. Data obtained from other sources indicate the same general condition of inadequate compensation for losses suffered.

That the system of liability and damage suits entails waste is shown by the fact that the expenditures of 327 firms in the state in 1907, employing 125,995 men, amounted to \$192,538 on account of accidents, accident insurance, legal expenses, etc., of which the amount paid to the persons injured was but \$104,643, or 54 per cent. of the employers' outgo in this connection. Premium receipts and payments of losses by nine insurance companies that keep separate accounts of their employers' liability business show that during 1906, 1907, and 1908 they took in as premiums \$23,523,585 and paid out in insurance \$8,559,795, or but 36 per cent. of the premiums received. In connection with attorney's fees, which are frequently contingent on recoveries, it was shown that in fourteen of the fifty-one cases investigated the fee was less than 25 per cent. of the recovery, in fourteen cases it was 50 per cent. or more, while in the remaining twenty-three cases it was more than twenty-five per cent. and less than 50 per cent.

The question of the cost to the employer of a compensation system as compared with the cost of the present system received consideration, the investigation of this phase of the question being conducted by the state bureau of labor statistics. Data were

secured from fifty-two firms, employing about 29,000 persons, from which a comparative study was made showing the actual cost of accidents during the year 1907, and the cost under a compensation scheme which allowed three years' earnings in case of death and half earnings during disability, making up the loss of wages where partial disability reduced the earning capacity. From the results of this investigation the report concludes that "even with the most liberal allowance for possible understatement on the cost of compensation side, it is impossible to interpret the figures as affording anything but very strong evidence that large manufacturing firms could pay compensation on such a scale as that here used, which is fully equal to the present English system, at no greater cost than many of them are now actually incurring for accidents, and probably in some cases for less." It is assumed that this conclusion should not be made to apply to small employers.

The objections that recovery, if any, is delayed, and that suits breed antagonism and result in loss of position, are founded on conditions too generally known to require an enumeration, though the evidence in this connection was both full and conclusive.

ATTITUDE OF EMPLOYERS AND EMPLOYEES.

One of the most interesting features of the report is the presentation therein of resolutions and briefs by bodies of employers and employes and of the opinions of representative employers and of officials of organized labor favoring the introduction of the compensation system. Of 146 employers replying, 98 are opposed to a compensation system that disregards the employe's negligence, while but 48 favor it; while, of 100 unions, 64 favor such a system and 36 oppose it. Of 116 employers replying to the question of whether or not they regard the employers' liability law fair, less than one-half, or but 53, answered in the affirmative, 63 stating that they did not so regard it; while of 129 employers giving their opinions as to the system of fixing damages by a jury trial but 30 thought it satisfactory, 99 holding a contrary opinion. Of 91 unions answering this inquiry, 44 thought it satisfactory, 47 expressing dissatisfaction.

The replies of the judges to the inquiries addressed to them, mentioned on a foregoing page, were practically unanimous in favor of a change in the system of dealing with industrial accidents.

CONCLUSIONS OF THE NEW YORK COMMISSION.

In concluding its report the commission presented the drafts of the bills and amendments already referred to, together with explanation and comment. One member of the commission felt himself unable to join in the recommendations of the commission since, although it was clearly developed "that the employer as well as the employe realized that some just and fair plan should be worked out," he did not believe that the remedy to meet the situation had been yet found. The summary concurred in by the other members is as follows:

First. That the present system in New York rests on a basis that is economically unwise and unfair, and that in operation it is wasteful, uncertain, and productive of antagonism between workmen and employers.

Second. That it is satisfactory to none, and tolerable only to those employers and workmen who practically disregard their legal rights and obligations and fairly share the burden of accidents in industries.

Third. That the evils of the system are most marked in hazardous employments where the trade risk is high and serious accidents frequent.

Fourth. That as a matter of fact workmen in the dangerous trades do not, and practically can not, provide for themselves adequate accident insurance, and therefore the burden of serious accidents falls on the workmen least able to bear it, and brings many of them and their families to want.

These results can, we think, be best avoided by compelling the employer to share the accident burden in intrinsically dangerous trades, since by the fixing of the price of his product the shock of the accident may be borne by the community. In those employments which have not so great an element of danger, in which, speaking generally, there is no such imperative demand for the exercise of the police power of the state for the safeguarding of its workers from destitution and its consequences, we recommend as the first step in this change of system such amendment of the present law as will do away with some of its unfairness in theory and practice and increase the workman's

chance of recovery under the law. With such changes in the law we couple an elective plan of compensation which, if generally adopted, will do away with many of the evils of the present system. Its adoption will, we believe, be profitable to both employer and employe and prove to be the simplest way for the state gradually to change its system of liability without disturbance of industrial conditions.

Not the least of the motives moving us is the hope that by these means a source of antagonism between employer and employed, pregnant with danger for the state, may be eliminated.

ACTION BY EMPLOYERS AND ASSOCIATIONS OF EMPLOYERS AND OF WORKMEN.

Besides work along these lines of legislative action or suggestion, there is a hardly less important and influential force at work from the side of the employer and the employed, acting through the channels of their own organizations and in connection with individual establishments, industries, or associations. The actual attainments up to 1907 made in the direction of compensation and relief benefits are set forth in the Twenty-third Annual Report of the Commissioner of Labor, the subject of which is workmen's insurance and benefit funds in the United States. Labor organizations, railroads, factories, mines, and industrial and mercantile undertakings of all sorts are represented in the movement whose object is to alleviate the hardships and distress following on disability caused by industrial accidents.

UNITED STATES STEEL CORPORATION.

A striking recent illustration of this form of action is found in the case of the United States Steel Corporation which put a new accident relief system into operation in May of this year for a trial year. This corporation has a pay roll of nearly a quarter of a million men, and while many of its branches of work involve what are called hazardous employments, all classes of employment are on the same basis as to the benefits of the relief system. The question of negligence is put entirely aside, the only condition for the receipt of relief being that there shall be disabling accidental injury in the course of employment. The injury must be such as to prevent the employe from following

"his usual or any other occupation." The bringing of a suit at law bars all benefits under the scheme. The employe is called on for no contribution, all funds being supplied by the corporation.

The amount of benefits paid begins with 18 months' earnings as death benefits for married men living with their families, the scale increasing with the number of children under 16 years of age and with length of service, the maximum limit being \$3,000. Unmarried employes are entitled to no death benefits other than funeral expenses, and the limitation as to married men, i. e., "living with their families," apparently cuts off nonresident families of alien workmen from all compensation under this scheme. Considerable discretion is allowed in the administration of both death and disability features of the scheme, and provision is made for medical and hospital treatment. Temporary disability is relieved according to a sliding scale, the amount not to exceed \$1.50 per day for single men and \$2 per day for married men. Permanent-disability cases are generally to be dealt with according to their nature, but stated rates are announced for the loss of a hand (12 months' wages), the loss of an arm (18 months' wages), the loss of a foot (9 months' wages), the loss of a leg (12 months' wages), and the loss of an eye (6 months' wages). This system connects itself essentially and naturally with measures of the company to safeguard its workmen from accidental injury.

INTERNATIONAL HARVESTER COMPANY.

Another corporation taking an important step in the same direction is the International Harvester Company and associated companies, the system becoming effective May 1, 1910. This scheme, affecting approximately 30,000 employes, also ignores the customary defenses of negligence, assumed risks, and fellow-service, only intoxication and willful disregard of the use of safety appliances cutting employes off from the benefit of the scheme. No distinction is made between employes having resident and those having nonresident families. Dependents of employes dying as the result of accident and within 16 weeks of its occurrence receive 3 years' average earnings, but not less than \$1,500 nor more than \$4,000. For injury causing "inabil-

ity to work at any gainful occupation whatsoever," the pay is one-quarter of the average earnings for the first 30 days and half pay thereafter for not more than 104 weeks from the date of the accident, compensation not to exceed \$20 a week. If total disability continues after 104 weeks, the workman shall receive during such continuance an annual pension equal to 8 per cent. of the death benefit which would have been payable in case of his death, but not less than \$10 per month, payments to be made monthly. The loss of a hand or foot calls for the payment of one and one-half years' wages, not less than \$500 nor more than \$2,000; the loss of both hands or both feet, or one hand and one foot, four years' average wages, but not less than \$2,000; the loss of one eye, three-fourths of a year's wages; and of both eyes the same as for both hands or feet. By the contribution of small sums—6 cents per month from employees earning \$50 or less per month, 8 cents from those earning more than \$50 and not more than \$100, and 10 cents from those earning more than \$100—the one-fourth pay for the first 30 days' disability may be increased to one-half pay for workmen making such contributions. No part of such contributions is to go for operating expenses. Lump-sum payments may be arranged for in lieu of weekly payments, and the acceptance of benefits is to operate as a release from all claims against the company.

NATIONAL ASSOCIATIONS OF EMPLOYERS.

The National Metal Trades Association announced in the spring of this year a mutual insurance scheme in which employees in shops managed by its members may procure insurance covering sickness as well as accidents at a cost of \$1 per month. No initial deposit or membership fee is required. No benefits are paid for disability lasting not more than seven days, but if it lasts for 30 days full benefits are paid for the whole period. The rates of benefit vary from \$20 to \$60 per month according to the class of employment. The president of the National Cotton Manufacturers' Association advocates the establishment of a contributory accident insurance system for the cotton industry, and the National Manufacturers' Association has had a committee at work since early in the current year investigating the question of compensation with the idea of drafting

measures to be submitted to that body. The report of this committee to the fifteenth annual convention of that body in May last shows 67 per cent. of the manufacturers in membership with the association to be in favor of a voluntary mutual insurance system among the membership, while 90 per cent. are dissatisfied with the workings of the present employers' liability laws and liability insurance systems. The association adopted resolutions very much in agreement with the findings of the New York commission set forth above as to the inadequacy and unsatisfactory results of the present liability system, the fourth resolution being: "That we recommend to our members the inauguration with the least possible delay of a system of voluntary, mutually contributory industrial accident indemnity insurance, this system to be elastic enough to provide for voluntary, contributory sickness, old age, and death insurance, if later deemed advisable." The association expressed its desire "to co-operate with state legislators in promoting uniform, sound industrial indemnity legislation," while opposing unsound legislation. The president and directors of the association were authorized to arrange for the establishment of a suitable plan.

NATIONAL CIVIC FEDERATION.

The National Civic Federation, representing employers, employes, and the public at large, at its tenth annual meeting in November, 1909, made the matter of compensation for injured wage-earners the principal subject of consideration, carrying the discussion forward to its conference on uniform state legislation in January last. At this latter meeting it was resolved to recommend "that workmen's compensation acts, fair to the employer and employe and just to the state, be uniformly substituted for the present system of employers' liability for injuries received in and arising out of the course of employment."

AMERICAN FEDERATION OF LABOR.

Organized labor, as represented by the American Federation of Labor, is also strongly committed to the idea of compensation, the proceedings of the conventions showing the growth of this sentiment to be rapid in recent years. The executive council of

the federation has prepared four bills embodying compensation provisions, and applicable to employment generally, to employes of the Federal Government, to dangerous employments in jurisdictions subject to federal control, and to persons employed in interstate and foreign commerce. These bills were indorsed by the annual convention of the federation of 1909, and activity of agitation in their behalf was encouraged. The desirability of uniform enactments was dwelt upon in this connection—a feature of the case that was also emphasized in the discussions by the National Civic Federation noted above.

LEGAL PRINCIPLES INVOLVED.

The present system of employers' liability is admittedly a development along the lines of established legal ideas and principles, the occasion for the changes urged in the system being found in the alleged inadequacy of these ideas and principles to meet the industrial conditions of the present; i. e., the demand is fundamentally economic. It is none the less essential that the new system shall comport with the constitutional principles by which all legislation must be tested, so that after the economic desirability of a change is proved, the question of constitutionality remains for consideration. This phase of the question was presented at length at the Atlantic City conference and is discussed in the report of the New York commission, as must be the case whenever the subject is seriously considered. The relations of employer and employe and the conditions under which business and industrial undertakings can be carried on have been so extensively and particularly regulated by statute that the principal question lying open in this case is apparently that of sufficient justification to warrant the exercise by the legislatures of the police power in respect of this particular subject.

What the police power is, is not capable of exact definition, since it is subject to growth and change with changing industrial and social conditions. ⁽¹⁾ Under it a government may serve and promote the public welfare by establishing such rules and regulations for the conduct of persons and the management of business and property as may be conducive to the comfort,

¹Atkin v. Kansas, 191 U. S. 207, 24 Sup. Ct. 124; Holden v. Hardy, 169 U. S. 366, 18 Sup. Ct. 383.

welfare, and safety of society.⁽¹⁾ Both property and liberty are held on such reasonable conditions as may be imposed by the governing power of the state in the exercise of this power, and with such conditions the provisions of the fourteenth amendment of the Federal Constitution, declaring that no state shall "deprive any person of life, liberty, or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws," were not designed to interfere; but every exercise of the police power is none the less subject to inquiry as to whether it is fair, reasonable, and appropriate; or whether, on the other hand, it is an unreasonable, unnecessary, and arbitrary interference with the right of individuals to their personal liberty.⁽²⁾

The police power is therefore flexible and adaptable to the needs of the public welfare as they develop. The idea expressed by the words of the fourteenth amendment, "due process of law," is hardly less broad. Though the words differ, the same idea is expressed in the phrase, "law of the land."⁽³⁾

It is not restricted to the test of conformity to process or jurisprudence in use at some fixed past time, since to so construe it would unduly restrict and hamper procedure and deny every quality of the law but its age and render it incapable of progress or improvement.⁽⁴⁾ Any legal proceeding enforced by public authority, whether sanctioned by age and custom or newly devised in the discretion of the legislative power, in furtherance of the general public good, which regards and preserves the principles of liberty and justice must be held to be due process of law.⁽⁵⁾ The state is not tied down by any provision of the Federal Constitution to the practice and procedure which existed at the common law.⁽⁶⁾ Due process of law is secured if the laws operate on all persons alike.⁽⁷⁾

¹Am. and Eng. Cyc. of Law, vol. 22, p. 916.

²*Lochner v. New York*, 198 U. S. 45, 25 Sup. Ct. 539.

³*Dartmouth College v. Woodward*, 17 U. S. 518, 4 L. Ed. 629; *Missouri P. R. Co. v. Humes*, 115 U. S. 512, 6 Sup. Ct. 110.

⁴*Twining v. New Jersey*, 211 U. S. 78, 29 Sup. Ct. 14.

⁵*Hurtado v. California*, 110 U. S. 516, 4 Sup. Ct. 111.

⁶*Brown v. New Jersey*, 175 U. S. 172, 20 Sup. Ct. 77.

⁷*Duncan v. Missouri*, 152 U. S. 377, 14 Sup. Ct. 570.

The provision guaranteeing to all persons the equal protection of the laws is satisfied when all persons or classes in like conditions and circumstances enjoy like privileges under the law.⁽¹⁾ It does not limit, nor was it intended to limit, the subjects upon which the police power of a State may be exerted, but simply requires that legislation shall treat alike all persons affected by it.⁽²⁾ "The greater part of all legislation is special, either in the objects sought to be ascertained by it, or in the extent of its application. Such legislation does not infringe upon the clause of the fourteenth amendment requiring equal protection of the laws, because it is special in its character. When legislation applies to particular bodies or associations, imposing upon them additional liabilities, it is not open to the objection that it denies to them the equal protection of the laws, if all persons brought under its influence are treated alike under the same conditions. The hazardous character of the business of operating a railway would seem to call for special legislation with respect to railroad corporations, having for its object the protection of their employes as well as the safety of the public. The business of other corporations is not subject to similar dangers to their employes, and no objections, therefore, can be made to the legislation on the ground of its making an unjust discrimination."⁽³⁾

The hazardous nature of an industry is therefore an adequate reason for legislation applying to its conduct, superseding in greater or less degree the right of contract as between the employer and his workmen; ⁽⁴⁾ and, as already indicated, it is in part on this fact that the New York statute providing for compulsory compensation in specified dangerous employments relies. Laws abrogating the defense of common employment either generally or in designated industries are constitutional; ⁽⁵⁾ so of

¹Missouri v. Lewis, 101 U. S. 22, 25 L. Ed. 989.

²Minneapolis and St. L. R. Co. v. Beckwith, 129 U. S. 26, 9 Sup. Ct. 207.

³Missouri P. R. Co. v. Mackey, 127 U. S. 205, 8 Sup. Ct. 1161; Tullis v. R. Co., 175 U. S. 348, 20 Sup. Ct. 136.

⁴Holden v. Hardy, 169 U. S. 366, 18 Sup. Ct. 383.

⁵Missouri P. R. Co. v. Mackey, *supra*; Tullis v. R. Co., *supra*; Powell v. Sherwood, 162 Mo. 605, 63 S. W. 485; Mining Co. v. Firstbrook, 36 Colo. 499, 86 Pac. 313.

laws modifying the defense of assumption of risks ⁽¹⁾ and of contributory negligence; ⁽²⁾ and in general it is no objection to a law that it imposes a measure of liability on an employer that is unknown at common law. The defenses of assumed risks and contributory negligence are frequently abrogated outright in cases where injury results from the failure of an employer to conform to a standard of safety fixed by statute. In other statutes the employe is declared to have, in the defined circumstances, the same rights of action and recovery as if he had not been an employe.

The extent to which such a declaration carries the matter appears from a consideration of statutes that make the proprietors of an undertaking responsible for injuries resulting from its conduct without personal fault. Thus a Nebraska statute makes railroad companies liable for injuries to passengers unless the injury is the result of the criminal negligence of the person injured or of his violation of some known rule. The supreme court of the state in upholding this statute said: "The legislation is justified under the police power of the state. It was enacted to make railroad companies insurers of the safe transportation of their passengers, as they were of baggage and freight."⁽³⁾ The Supreme Court of the United States sustained this view, quoting the above with approval, and adding: "Our jurisprudence affords examples of legal liability without fault, and the deprivation of property without fault being attributable to its owner. The law of deodands was such an example. The personification of the ship in admiralty law is another. Other examples are afforded in the liability of the husband for the torts of the wife, the liability of a master for the acts of his servant."⁽⁴⁾ It is obviously only necessary to place on the stat-

¹*El Paso & S. W. R. Co. v. Foth*, 45 Tex. Civ. App. 275, 100 S. W. 171; *Thomas v. Quartermaine*, L. R. 18 Q. B. Div. 685, 56 L. J. Q. B. N. S. 340; *Narramore v. Cleveland, etc.*, R. Co., 96 Fed. 298, 37 C. C. A. 499; *Greenlee v. R. Co.*, 122 N. C. 977, 30 S. E. 115; *Valjago v. Steel Co.*, 226 Pa. 514, 75 Atl. 728.

²*Kiley v. Chicago, etc.*, R. Co., 138 Wis. 215, 119 N. W. 309; *Missouri P. R. Co. v. Castle*, 172 Fed. 841 (C. C. A.).

³*Chicago, R. I. & P. R. Co. v. Zerneck*, 59 Nebr. 689, 82 N. W. 26.

⁴*Chicago, etc. R. Co. v. Zerneck*, 183 U. S. 582; 22 Sup. Ct. 229. See also *Chicago, B. & Q. R. Co. v. Wolfe*, 187 U. S. 638; 23 Sup. Ct. 847.

ute books of the same state the two provisions last cited—i. e., the one giving the employe the status of a third person and the one making the undertaker responsible for damages resulting from the conduct of his business—to attain the full extent of the protection proposed by compensation legislation.

A text writer discussing this subject says:

If the rule of absolute liability is held to be unconstitutional, it must be on the ground that justice and equality forbid that a person be required to make good the loss of another unless some fault or culpability can be imputed to him. * * * The principle that inevitable loss should be borne, not by the person on whom it may happen to fall, but by the person who profits by the dangerous business to which the loss is incident, embodies a very intelligent idea of justice and which seems to be in accord with modern social sentiment. Moreover, the rule of absolute liability is established in our law in the case of fires caused by locomotives and has been sanctioned by the United States Supreme Court. (165 U. S., 180. [See *St. Louis & S. F. R. Co. v. Mathews*, 165 U. S., 1]) It also underlies the rule of respondeat superior, since the employer can not relieve himself from liability for the act done by the servant within the scope of his employment by proof of the greatest possible care in the selection of the servant. Logic and consistency therefore demand that liability irrespective of negligence should not be denounced as unconstitutional. The required element of causation may readily be found in the voluntary employment of dangerous instruments or agencies.⁽¹⁾

In connection with the above quotation, the construction of the federal employers' liability law of 1906 (and in respect of the points involved the provisions of the act of 1908 are the same) may be considered, as it was discussed in the case *Howard v. Illinois C. R. Co.* (207 U. S. 463; 28 Sup. Ct. 141). Justice White, delivering the opinion of the court, said:

Besides, the statute, it is urged, discriminates against all who engage as common carriers in interstate commerce, since it makes them responsible, without limit as to the amount, to one servant for an injury suffered by the acts of a coservant, even in a case where the negligence of the injured servant has contributed to the result, hence placing all employers who are common carriers in a disfavored and all their employes in a favored class. Indeed, it is insisted that the statute proceeds upon contradictory principles, since it imposes the increased responsibility

¹Freund, "The police power," sec. 634.

just stated upon the master presumably in order to make him more careful in the selection of his servants, and yet minimizes the necessity for care on the part of the servant by allowing recovery although he may have been negligent.

But without, even for the sake of argument, conceding the correctness of these suggestions, we at once dismiss them from consideration as concerning merely the expediency of the act and not the power of Congress to enact it.

And Justice Moody in discussing the substantial provisions of the statute in his dissenting opinion pointed out that "the remedy afforded by it is more generous to the employe than that given by the common law in several respects"—first, in allowing recovery of damages for death resulting from negligence; second, in abrogating the defense of fellow-service; third, in exacting a provision as to comparative negligence, by virtue of which the contributory negligence of the injured person does not bar recovery, if the employer's negligence is greater, but only serves to reduce the amount of damages recoverable; and, fourth, by making void all contracts relieving the employer from liability for injuries received by the employe in the course of employment; concluding, "Thus four doctrines of the common law restrictive of the employe's rights are supplanted by others more favorable to him."

Justice Moody then said:

There can be no doubt of the right of a legislative body, having jurisdiction over the subject, to modify the first three of these rules of the common law in the manner in which this act of Congress does it. They are simply rules of law, unprotected by the Constitution from change, and like all other such rules must yield to the superior authority of a statute. They have so generally been modified by statute that it may well be doubted if they exist in their integrity in any jurisdiction. * * * * Whenever the legislative power to change any of these rules of the common law has been drawn in question in this court it has been sustained.

It may be recalled in this connection that the statute in question has been declared constitutional in the Territories and the

District of Columbia; ⁽¹⁾ while in respect of the fourth point, relating to contracts of waiver, a decision of the court of appeals of the District of Columbia held this provision to be constitutional.⁽²⁾ This provision of the law of 1908 was referred to in a very recent case as intended to prevent the evasion of the other provisions of the act.⁽³⁾

That compensation legislation prescribes the conditions of contracts between employer and employe and changes largely the legal consequences and incidents of such contracts is indisputable. It seeks to improve the status of the employe, and in doing so devolves upon the employer the duty of administering the benefits provided, whether met at his own cost and expense or made a part of the cost of production and distributed among the consumers of his goods or the public served by his undertaking. But even granting that there is as the result of such legislation a shifting of relationships, it does not follow that it discriminates unfairly between employer and employe. Thus a statute regulating the payment of wages in store orders was said to have a tendency to place the employer and the employe upon equal ground, ⁽⁴⁾ suggesting a previously existing recognizable inequality; in another case the Supreme Court speaks of it as an established and recognized fact that, in the making of contracts, employers and employes do not stand upon an equality.⁽⁵⁾ Such inequality is easily a result of the growth of corporations and the centralization of business management employing numerous and widely scattered employes, which fact legislatures may recognize in providing remedial legislation.⁽⁶⁾

Many of the points of statutory enactment and of judicial construction noted above, together with other legal considera-

¹*El Paso & N. E. R. Co. v. Gutierrez*, 215 U. S. 87, 30 Sup. Ct. 21, referring with approval to the ruling of the court of appeals of the District of Columbia to the same effect, *Hyde v. R. Co.*, 31 App. D. C. 466; 36 Wash. Law Rep. 582.

²*McNamara v. Washington Terminal Co.*, 38 Wash. Law Rep. 343.

³*Watson v. St. Louis, I. M. & S. R. Co.*, 169 Fed. 942.

⁴*Knoxville Iron Co. v. Harbison*, 183 U. S. 13, 22 Sup. Ct. 1. See also *Wilson v. State*, 7 Kans. App. 428, 53 Pac. 371.

⁵*Holden v. Hardy*, 169 U. S. 366, 18 Sup. Ct. 383.

⁶*New York Central & H. R. R. v. Williams*, 92 N. E. 404 (N. Y.) 15; *Commonwealth v. Hillside Coal Co.*, 22 Ky. L. R. 559, 58 S. W. 441.

tions, were embodied in the brief presented to the Atlantic City conference and in the report of the New York commission, the latter expressing its conclusion in the following language:

It is on these judicial statements and the authorities which follow them that we base our contention as to the power of the legislature to deal with the question of employers' liability on a basis other than fault. That the matter is clear beyond peradventure we do not assert, but that the legislature, on examining its power to enact the legislation we are about to recommend, will agree that such action is within its constitutional powers, we confidently expect.

STATUTES.

ACTS OF UNITED STATES CONGRESS, 1907-8.

CHAPTER 149.—*Liability of railroad companies for injuries to employes.*

SECTION 1. Every common carrier by railroad while engaging in commerce between any of the several States or Territories, or between any of the States and Territories, or between the District of Columbia and any of the States or Territories, or between the District of Columbia or any of the States or Territories and any foreign nation or nations, shall be liable in damages to any person suffering injury while he is employed by such carrier in such commerce, or, in case of death of such employe, to his or her personal representative, for the benefit of the surviving widow or husband and children of such employe; and, if none, then of such employe's parents; and, if none, then of the next of kin dependent upon such employe, for such injury or death resulting in whole or in part from the negligence of any of the officers, agents, or employes of such carrier, or by reason of any defect or insufficiency, due to its negligence, in its cars, engines, appliances, machinery, track, roadbed, works, boats, wharves, or other equipment.

SEC. 2. Every common carrier by railroad in the Territories, the District of Columbia, the Panama Canal Zone, or other possessions of the United States shall be liable in damages to any person suffering injury while he is employed by such carrier in any of said jurisdictions, or, in case of the death of such employe, to his or her personal representative for the benefit of the surviving widow or husband and children of such employe; and, if none, then of such employe's parents; and, if none, then of the next of kin dependent upon such employe, for such injury or death resulting in whole or in part from the negligence of any of the officers, agents, or employes of such carrier, or by

reason of any defect or insufficiency, due to its negligence, in its cars, engines, appliances, machinery, track, roadbed, works, boats, wharves, or other equipment.

SEC. 3. In all actions hereafter brought against any such common carrier by railroad under or by virtue of any of the provisions of this act to recover damages for personal injuries to an employe, or where such injuries have resulted in his death, the fact that the employe may have been guilty of contributory negligence shall not bar a recovery, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employe: *Provided*, That no such employe who may be injured or killed shall be held to have been guilty of contributory negligence in any case where the violation by such common carrier of any statute enacted for the safety of employes contributed to the injury or death of such employe.

SEC. 4. In any action brought against any common carrier under or by virtue of any of the provisions of this act to recover damages for injuries to, or the death of, any of its employes, such employe shall not be held to have assumed the risks of his employment in any case where the violation by such common carrier of any statute enacted for the safety of employes contributed to the injury or death of such employe.

SEC. 5. Any contract, rule, regulation, or device whatsoever, the purpose or intent of which shall be to enable any common carrier to exempt itself from any liability created by this act, shall to that extent be void: *Provided*, That in any action brought against any such common carrier under or by virtue of any of the provisions of this act, such common carrier may set off therein any sum it has contributed or paid to any insurance, relief benefit, or indemnity that may have been paid to the injured employe or the person entitled thereto on account of the injury or death for which said action was brought.

SEC. 6 (as amended by act of April 5, 1910). No action shall be maintained under this act unless commenced within two years from the day the cause of action accrued.

Under this act an action may be brought in a circuit court of the United States, in the district of the residence of the defendant, or in which the cause of action arose, or in which the defendant shall be doing business at the time of commencing such action. The jurisdiction of the courts of the United States under this act shall be concurrent with that of the courts of the several states, and no case arising under this act and brought in any state court of competent jurisdiction shall be removed to any court of the United States.

SEC. 7. The term "common carrier" as used in this act shall include the receiver or receivers or other persons or corpora-

tions charged with the duty of the management and operation of the business of a common carrier.

SEC. 8. Nothing in this act shall be held to limit the duty or liability of common carriers or to impair the rights of their employes under any other act or acts of Congress, or to affect the prosecution of any pending proceeding or right of action under the act of Congress entitled "An act relating to liability of common carriers in the District of Columbia and Territories, and to common carriers engaged in commerce between the States and between the States and foreign nations to their employes," approved June eleventh, nineteen hundred and six.

SEC. 9 (added by act of April 5, 1910). Any right of action given by this act to a person suffering injury shall survive to his or her personal representative, for the benefit of the surviving widow or husband and children of such employe, and, if none, then of such employe's parents; and, if none, then of the next of kin dependent upon such employe, but in such cases there shall be only one recovery for the same injury.

Approved, April 22, 1908.

LAWS OF NEW YORK, 1910.

CHAPTER 352.—*Liability of employers for injuries to employes.* *Compensation for injuries.*

SECTION 1. Sections two hundred, two hundred and one and two hundred and two of chapter thirty-six of the laws of nineteen hundred and nine, entitled "An act relating to labor, constituting chapter thirty-one of the consolidated laws, are hereby amended to read, respectively, as follows:

"SEC. 200. When personal injury is caused to an employe who is himself in the exercise of due care and diligence at the time:

"1. By reason of any defect in the condition of the ways, works, machinery, or plant, connected with or used in the business of the employer which arose from or had not been discovered or remedied owing to the negligence of the employer or of any person in the service of the employer and intrusted by him with the duty of seeing that the ways, works, machinery, or plant, were in proper condition:

"2. By reason of the negligence of any person in the service of the employer intrusted with any superintendence or by reason of the negligence of any person intrusted with authority to direct, control or command any employe in the performance of the duty of such employe. The employe, or in case the injury results in death, the executor or administrator of a deceased employe who has left him surviving a husband, wife or next of kin,

shall have the same right of compensation and remedies against the employer as if the employe had not been an employe of nor in the service of the employer nor engaged in his work. The provisions of law relating to actions for causing death by negligence, so far as the same are consistent with this act, shall apply to an action brought by an executor or administrator of a deceased employe, suing under the provisions of this article. If an employer enters into a contract, written or verbal, with an independent contractor to do part of such employer's work, or if such contractor enters into a contract with a subcontractor to do all or any part of the work comprised in such contractor's contract with the employer, such contract or subcontract shall not bar the liability of the employer for the injuries to the employes of such contractor or subcontractor, caused by any defect in the condition of the ways, works, machinery, or plant, if they are the property of the employer or are furnished by him, and if such defect rose, or had not been discovered or remedied, through the negligence of the employer, or of some person intrusted by him with the duty of seeing that they were in proper condition.

"SEC. 201. No action for recovery of compensation for injury or death under this article shall be maintained unless notice of the time, place and cause of the injury is given to the employer within one hundred and twenty days and the action is commenced within one year after the occurrence of the accident causing the injury or death. The notice required by this section shall be in writing and signed by the person injured or by some one in his behalf, but if from physical or mental incapacity it is impossible for the person injured to give notice within the time provided in this section, he may give the same within ten days after such incapacity is removed. In case of his death without having given such notice, his executor or administrator may give such notice within sixty days after his appointment, but no notice under the provisions of this section shall be deemed to be invalid or insufficient solely by reason of any inaccuracy in stating the time, place or cause of the injury if it be shown that there was no intention to mislead and that the party entitled to notice was not in fact misled thereby. If such notice does not apprise the employer of the time, place or cause of injury, he may, within eight days after service thereof, serve upon the sender a written demand for a further notice, which demand must specify the particular in which the first notice is claimed to be defective, and a failure by the employer to make such demand as herein provided shall be a waiver of all defects that the notice may contain. After service of such demand as herein provided, the sender of such notice may at any time within eight days thereafter serve an amended notice which shall supersede

such first notice and have the same effect as an original notice hereunder. The notice required by this section shall be served on the employer, or if there is more than one employer, upon one of such employers, and may be served by delivering the same to or at the residence or place of business of the person on whom it is to be served. The notice or demand may be served by post by letter addressed to the person on whom it is to be served, at his last known place of residence or place of business, and if served by post shall be deemed to have been served at the time when the letter containing the same would be delivered in the ordinary course of the post. When the employer is a corporation, notice shall be served by delivering the same or by sending it by post addressed to the office or principal place of business of such corporation.

"SEC. 202. An employe by entering upon or continuing in the service of the employer shall be presumed to have assented to the necessary risks of the occupation or employment and no others. The necessary risks of the occupation or employment shall, in all cases arising after this article takes effect, be considered as including those risks, and those only, inherent in the nature of the business which remain after the employer has exercised due care in providing for the safety of his employes, and has complied with the laws affecting or regulating such business or occupation for the greater safety of such employes. In an action brought to recover damages for personal injury or for death resulting therefrom received after this act takes effect, owing to any cause, including open and visible defects, for which the employer would be liable but for the hitherto available defense of assumption of risk by the employe, the fact that the employe continued in the service of the employer in the same place and course of employment after the discovery by such employe or after he had been informed of the danger of personal injury therefrom shall not be, as matter of fact or as matter of law, an assumption of the risk of injury therefrom, but an employe, or his legal representative, shall not be entitled under this article to any right of compensation or remedy against the employer in any case where such employe knew of the defect or negligence which caused the injury and failed, within a reasonable time, to give, or cause to be given, information thereof to the employer, or to some person superior to himself in the service of the employer, or who had intrusted to him some superintendence, unless it shall appear on the trial that such defect or negligence was known to such employer, or superior person, prior to such injuries to the employe; or unless such defect could have been discovered by such employer by reasonable and proper care, tests or inspection."

SEC. 2. Such chapter is hereby amended by inserting therein a new section to be section two hundred and two-a, to read as follows:

"SEC. 202-a. On the trial of any action brought by an employe or his personal representative to recover damages for negligence arising out of and in the course of such employment, contributory negligence of the injured employe shall be a defense to be so pleaded and proved by the defendant."

SEC. 3. Such chapter is hereby amended by adding at the end of article fourteen thereof seven new sections, to read as follows:

"SEC. 205. When and if any employer in this state and any of his employes shall consent to the compensation plan described in sections two hundred and six to two hundred and twelve, inclusive, of this article, hereinafter referred to as the plan, and shall signify their consent thereto in writing signed by each of them or their authorized agents, and acknowledged in the manner prescribed by law for taking the acknowledgment of a conveyance of real property, and such writing is filed with the county clerk of the county in which it is signed by the employe, then so long as such consent has not expired or been canceled as hereinafter provided, such employe, or in case injury to him results in death, his executor or administrator, shall have no other right of action against the employer for personal injury or death of any kind, under any statute or at common law, save under the plan so consented to, except where personal injury to the employe is caused in whole or in part by the failure of the employer to obey a valid order made by the commissioner of labor or other public authority authorized to require the employer to safeguard his employes, or where such injury is caused by the serious or willful misconduct of the employer. In such excepted cases thus described, no right of action which the employe has at common law or by any other statute shall be affected or lost by his consent to the plan, if such employe, or in case of death his executor or administrator, commences such action before accepting any benefit under such plan or giving any notice of injury as provided in section two hundred and six hereof. The commencing of any legal action whatsoever at common law or by any statute against the employer on account of such injury, except under the plan, shall bar the employe, and in the event of his death his executors, administrators, dependents and other beneficiaries, from all benefit under the plan. This section and sections two hundred and six to two hundred and twelve, inclusive, of this article shall not apply to a railroad corporation, foreign or domestic, doing business in this state, or a receiver thereof, or to any person employed by such corporation or receiver.

"SEC. 206. If personal injury by accident arising out of and in the course of the employment is caused to the employee, the employer shall, subject as hereinafter mentioned, be liable to pay compensation under the plan at the rates set out in section two hundred and seven of this article; provided that the employer shall not be liable in respect of any injury which does not disable the employee for a period of at least two weeks from earning full wages at the work at which he was employed, and that the employer shall not be liable in respect of any injury to the employee which is caused by the serious and willful misconduct of that employee. No proceedings for recovery under the plan provided hereby shall be maintained unless notice of the accident has been given to the employer as soon as practicable after the happening thereof and before the employee has voluntarily left the employment in which he was injured and during such disability, and unless claim for compensation with respect to the accident has been made within six months from the occurrence of the accident, or in the case of death of the employee, or in the event of his physical or mental incapacity within six months after such death or removal of such physical or mental incapacity, or in the event that weekly payments have been made under the plan, within six months after such payments have ceased; but no want of or defect or inaccuracy of a notice shall be a bar to the maintenance of proceedings under the plan unless the employer proves that he is prejudiced by such want, defect or inaccuracy. Notice of the accident shall apprise the employer of the claim for compensation under this plan and shall state the name and address of the employee injured, the date and place of the accident and in simple language the cause thereof. The notice may be served personally or by sending it by mail in a registered letter addressed to the employer at his last known residence or place of business.

"SEC. 207. The amount of compensation under the plan shall be: 1. In case death results from injury:

"(a) If the employee leaves a widow or next of kin at the time of his death wholly dependent on his earnings, a sum equal to twelve hundred times the daily earnings of the employee at the rate at which he was being paid by the employer at the time of the accident, but not more in any event than three thousand dollars. Any weekly payments previously made under the plan shall be deducted in ascertaining such amount payable on death.

"(b) If such widow or next of kin or any of them are in part only dependent upon his earnings, such sum not exceeding that provided in subdivision a as may be determined to be reasonable and proportionate to the injury to such dependents.

"(c) If he leaves no widow, or next of kin so dependent in whole or in part, the reasonable expenses of his medical attend-

ance and burial, not exceeding one hundred dollars. Whatever sum may be determined to be payable under the plan, in case of death of the injured employe, shall be paid to his legal representative for the benefit of such dependents, or if he leaves no such dependents, for the benefit of the person to whom the expenses of medical attendance and burial are due.

"2. Where total or partial incapacity for work at any gainful employment results to the employe from the injury, a weekly payment commencing at the end of the second week after the injury and continuing during incapacity, subject as herein provided, not exceeding fifty per centum of his average weekly earnings when at work on full time during the preceding year during which he shall have been in the employment of the same employer, or if he shall have been employed less than a year, then a weekly payment of not exceeding three times the average daily earnings on full time for such less period.

"In fixing the amount of the weekly payment, regard shall be had to any payment, allowance or benefit which the workman may have received from the employer during the period of his incapacity, and in the case of partial incapacity the weekly payment shall in no case exceed the difference between the amount of the average weekly earnings of the workman before the accident and the average amount which he is earning or is able to earn in some suitable employment or business after the accident but shall amount to one-half of such difference. In no event shall any weekly payment payable under the plan exceed ten dollars per week or extend over more than eight years from the date of the accident. Any person entitled to receive weekly payments under the plan is required, if requested by the employer, to submit himself for examination by a duly qualified medical practitioner or surgeon provided and paid for by the employer, at a time and place reasonably convenient for the employe, within three weeks after the injury, and thereafter at intervals not oftener than once in six weeks. If the workman refuses so to submit or obstructs the same, his right to weekly payments shall be suspended until such examination shall have taken place, and no compensation shall be payable under the plan during such period. In case an injured employe shall be mentally incompetent at the time when any right or privilege accrues to him under the plan: a committee or guardian of the incompetent appointed pursuant to law may, on behalf of such incompetent, claim and exercise any such right or privilege with the same force and effect as if the employe himself had been competent and had claimed or exercised any such right or privilege; and no limitation of time herein provided for shall run so long as said incompetent employe has no committee or guardian.

"SEC. 208. Any question of law or fact arising in regard to the application of the plan in determining the compensation payable thereunder or otherwise shall be determined either by agreement or by arbitration as provided in the code of civil procedure, or by an action at law as herein provided. In case the employer shall be in default in any of his obligations to the employe under the plan, the injured employe or his committee or guardian, if such be appointed, or his executor or administrator, may then bring an action to recover compensation under the plan in any court having jurisdiction thereof as on a written contract. Such action shall be conducted in the same manner as an action at law for the recovery of damages for breach of a written contract, and shall for all purposes, including the determination of jurisdiction, be deemed such an action. The judgment in such action, in favor of the plaintiff, shall be for a lump sum equal to the amount of the payments then due and prospectively due under the plan. In such action by an executor or administrator the judgment may provide the proportions of the award or the costs to be distributed to or between the several dependents. If such determination is not made it shall be determined by the surrogate's court by which such executor or administrator is appointed, in accordance with the terms of this article on petition of any party on such notice as such court may direct.

"SEC. 209. Any person entitled to weekly payments under the plan against any employer shall have the same preferential claim therefor against the assets of the employer as now allowed by law for a claim by such person against such employer for unpaid wages or personal services. Weekly payments due under the plan shall not be assignable or subject to attachment, levy or execution. No claim of an attorney for any contingent interest in any recovery under the plan for services in securing such recovery shall be an enforceable lien thereon, unless the amount of the same be approved in writing by a justice of the supreme court, or in case the same is tried in any court, before (by) the justice presiding at such trial.

"SEC. 210. When a consent to the plan shall have been filed in the office of the county clerk as herein provided, it shall be binding upon both parties thereto as long as the relation of employer and employe exists between the parties, and expire at the end of such employment, but it may at any time be canceled on sixty days' notice in writing from either party to the other. Such notice of cancellation shall be effective only if served personally or sent by registered letter to the last known post-office address of the party to whom it is addressed, but no notice of cancellation shall be effective as to a claim for injury occurring previous thereto.

"SEC. 211. Each employer who shall sign with any employe a consent to the plan shall, within thirty days thereafter, file with the commissioner of labor a statement thereof, signed by such employer, which shall show (a) the name of the employer and his post-office address, (b) the name of the employe and his last known post-office address, (c) the date of and office where the original consent is filed, (d) the weekly wage of the employe at the time the consent is signed; unless such statement is duly filed, such consent of the employe shall not be a bar to any proceeding at law commenced by the employe against the employer.

"SEC. 212. Each employer of labor in this state who shall have entered into the plan with any employe shall, on or before the first day of January, nineteen hundred and eleven, and thereafter and at such time as may be required by the commissioner of labor, make a report to such commissioner of all amounts, if any, paid by him under such plan to injured employes, stating the name of such employes, and showing separately the amounts paid under agreement with the employes, and the amounts paid after proceedings at law, and the proceedings at law under the plan then pending. Such reports shall be verified by the employer or a duly authorized agent in the same manner as affidavits."

SEC. 4. This act shall take effect September one, nineteen hundred and ten.

Became a law May 24, 1910.

CHAPTER 674.—*Compensation for injuries to employes in certain dangerous employments.*

SECTION 215. This article shall apply only to workmen engaged in manual or mechanical labor in the following employments, each of which is hereby determined to be especially dangerous, in which from the nature, conditions or means of prosecution of the work therein, extraordinary risk to the life and limb of workmen engaged therein are inherent, necessary or substantially unavoidable, and as to each of which employments it is deemed necessary to establish a new system of compensation for accidents to workmen.

1. The erection or demolition of any bridge or building in which there is, or in which the plans and specifications require iron or steel framework.

2. The operation of elevators, elevating machines or derricks or hoisting apparatus used within or on the outside of any bridge or building for the conveying of materials in connection with the erection or demolition of such bridge or building.

3. Work on scaffolds of any kind elevated twenty feet or more above the ground, water, or floor beneath in the erection, construction, painting, alteration or repair of buildings, bridges or structures.

4. Construction, operation, alteration or repair of wires, cables, switchboards or apparatus charged with electric currents.

5. All work necessitating dangerous proximity to gunpowder, blasting powder, dynamite or any other explosives, where the same are used as instrumentalities of the industry.

6. The operation on steam railroads of locomotives, engines, trains, motors or cars propelled by gravity or steam, electricity or other mechanical power, or the construction or repair of steam railroad tracks and roadbeds over which such locomotives, engines, trains, motors or cars are operated.

7. The construction of tunnels and subways.

8. All work carried on under compressed air.

SEC. 216. The words, "employer," "workman" and "employment," or their plurals, used in this article, shall be construed to apply to all the employments above described.

SEC. 217. If, in the course of any of the employments above described, personal injury by accident arising out of and in the course of the employment after this article takes effect is caused to any workman employed therein, in whole or in part, or the damage or injury caused thereby is in whole or part contributed to by—

(a) A necessary risk of danger of the employment or one inherent in the nature thereof; or

(b) Failure of the employer of such workman or any of his or its officers, agents or employes to exercise due care, or to comply with any law affecting such employment; then such employer shall, subject as hereinafter mentioned, be liable to pay compensation at the rates set out in section 219a of this title: provided that the employer shall not be liable in respect of any injury which does not disable the workman for a period of at least two weeks from earning full wages at the work at which he was employed, and provided that the employer shall not be liable in respect of any injury to the workman which is caused in whole or in part by the serious and willful misconduct of the workman.

SEC. 218. The right of action for damages caused by any such injury, at common law or under any statute in force on January 1, 1910, shall not be affected by this article, and every existing right of action for negligence or to recover damages for injuries resulting in death is continued, and nothing in this article shall be construed as limiting such right of action, but in

case the injured workman, or in event of his death his executor or administrator, shall avail himself of this article, either by accepting any compensation hereunder in accordance with section 219a hereof or by beginning proceedings therefor in any manner on account of any such injury, he shall be barred from recovery in and deemed thereby to have released every other action at common law or under any other statute on account of the same injury after this article takes effect. In case after such injury the workman, or in the event of his death his executor or administrator, shall commence any action at common law or under any statute other than this article against the employer therefor he shall be barred from all benefit of this article in regard thereto.

SEC. 219g. If an employer who shall be the principal enters into a contract with an independent contractor to do part of such employer's work, or if such contractor enters into a contract with a subcontractor to do all or any part of the work comprised in such contractor's contract with the employer, the said principal shall be liable to pay to any workman employed in the execution of the work any compensation under this article which he would have been liable to pay if that workman had been immediately employed by him; and where compensation is claimed from or proceedings are taken against the principal then, in the application of this article, references to the principal shall be substituted for references to the employer, except that the amount of compensation shall be calculated with reference to the earnings of the workman under the contractor or employer by whom he is immediately employed. Where such principal is liable to pay compensation he shall be entitled to be indemnified by any person who would have been liable to pay compensation to the workman independently of this section. Nothing in this section shall be construed as preventing a workman from recovering compensation under this article from the contractor or subcontractor, instead of the principal; nor shall this section apply in any case where the accident shall occur elsewhere than on, or in, or about the premises on which the principal has undertaken to execute the work or which are otherwise under his control or management.

Became a law June 25, 1910.

EXPLANATORY STATEMENT

Upon Workmen's Compensation Bill by P. Tecumseh Sherman, former Labor Commissioner of the State of New York, Chairman Legal Committee, Department on Compensation for Industrial Accidents and Their Prevention.

The object of the draft bill, reported to you by the Legal Committee, is to outline the general form and principal provisions of a law which would provide prompt, certain and just relief to the victims of industrial accidents and their dependents, without unnecessary hardship to employers, and, if possible, to reduce the economic waste and public burden of accident litigation. The problem, therefore, is not to formulate an ideal, but to present a practical measure, which, if put into effect in the immediate future, would do the most good with the least incidental harm and serve as a basis for future progress and development.

In order to arrive at a correct conclusion, it is necessary to comprehend the history and principles of our law of master and servant, of the various forms of compensation law and of our constitutional law, the status of public opinion as to the justice and necessity of a change to compensation or insurance, and the industrial conditions upon which the practicability and desirability of each particular form of compensation law depends.

Our Common Law (stated broadly, in untechnical language) provides that an employer must exercise ordinary care in matters affecting the employment and furnish his workmen reasonably safe tools, etc., and a reasonably safe place to work in, allowing, however, for the unavoidable risks of the employment. If an accident occurs through his fault in these respects, the employer is liable to his workman injured for full damages *as for a wrong*. Where the accident is due to the fault of the injured workman, or where his fault has contributed to it, or where it is due to the fault of a fellow-servant or to the unavoidable risks

of the employment, the law gives the injured workman no right to any relief whatsoever. The justice of this rule is predicated upon the premises that the workman is free to accept or reject hazardous employment, and, therefore, that if he accepts, he should be deemed to have freely assumed its unavoidable risks, and that wages in hazardous employments are higher in proportion to the hazard, so as to compensate for such risks.

But both of these premises are now generally recognized to be economically false. Consequently it is generally acknowledged that the assumption of risks rule, along with its corollary the fellow servant rule, is unjust.

To remedy this injustice the Common Law has been generally modified in our states by various statutes (popularly known as Employers' Liability Laws), which limit the assumption of risks rule, the fellow servant rule, and the contributory negligence rule, and impose upon the employer uncertain or impossible duties. The practical effect of these laws has been to increase the uncertainty as to liability, litigation and the expense to employers, but to waste in litigation the money paid by the employers without any material increase in the relief to the injured, and to leave that relief just as slow and uncertain as before. In theory these laws are wrong because they make the employer liable in damages for a wrong where he has been guilty of no wrong; and thereby they serve to stir up a sense of mutual wrong between employers and employees.

The logical and just correction of the Common Law is to let it stand as it was originally as to accidents due solely to the moral fault either of the employer or of the injured workman; but as to accidents due absolutely or partially to the assumed risks of the employment, to eliminate all idea of *wrong*, and to impose the financial losses from injuries upon the industry, so as to divide them between the employer and the injured workman, the employer *compensating* each injured workman for one-half of his estimated financial loss, and the latter bearing half of the loss as his share of the joint risk. This principle is the basis of the New York Compulsory Insurance Law (Laws, 1910, Chap. 674); and this is the form of a compensation law advocated by Prof. Freund of Chicago, a member of our committee,

who was probably the first legal writer of prominence in America to propose the "compensation" theory. In favor of a law of such limited scope it is to be said that it would be absolutely just in theory, and therefore, most certainly constitutional. But against it, it is to be objected that it would not result in prompt and certain relief, nor could its theory be correctly administered in practice; and consequently in practice it would result in a general miscarriage of justice. For it would require that all accidents should be correctly traced to their causes and those causes weighed and determined, not by courts and juries, but by industrial experts familiar with the conditions under which the accidents occurred, in order to determine the liability;—and even then conclusions in many particular cases would depend upon varying expert opinions on psychology, mechanics, etc. But the law seeks concrete rather than abstract justice, and should therefore reject a rule which would not work promptly and evenly in practice, and instead should seek a rule which, however comparatively less just in theory, will result in a higher average degree of concrete justice in practice. That rule is to be found in the basis of the compensation laws of Europe.

The primary form of those compensation laws—the form which is in effect in the majority of European countries and of the Colonies of Great Britain—applies only to the more dangerous industries. All accidents which occur in those industries (with the exception of those which can be shown to be due to some defined moral fault of the employer, for which he is made liable in penal sums or for full damages, and of those which can be shown to be due to some defined moral fault of the injured workman, for which he is left without redress) are presumed to be humanly speaking unavoidable, without fault and due to the hazard of the employment (or perhaps to mutual fault), and therefore for them the employer is made liable for compensation—that is to say approximately half the injured workman's financial loss. In the more hazardous employment, to which these laws apply, this presumption conforms to the facts, for the extra hazards of the employments do enter, to a greater or less degree, into the causation of from 70 per cent. to 80 per cent. of all accidents; and the rule is therefore a rule of average con-

crete justice between the parties. But in the safer industries such a presumption would not conform to the facts, for the large majority of accidents therein are clearly due to some specific fault or to the ordinary risks of life. Therefore, and because the problem of relieving the victims of accidents is acute only in the hazardous industries, the compensation laws in the countries referred to are limited in application to those industries.

The great objection to a compensation law so limited in its scope is the difficulty of distinguishing between hazardous employments on the one hand and safe employments on the other. Industries are not divided naturally into two distinct classes—the one hazardous and the other safe—but shade gradually from the extra hazardous to the most safe. Even if we correctly segregate the more hazardous industries, it remains to define them, for they are not naturally defined, but blend and mingle with the safer industries. If, then, we shape our definitions of the more hazardous industries so as to include therein, as far as possible, only the hazardous occupations, nevertheless it results that many comparatively safe occupations will be included and made subject to the compensation law, while many comparatively dangerous occupations will be left in the definitions of the safer industries and excluded from the benefits of that law. This results in some unavoidable arbitrary discrimination and leads to a constitutional difficulty hereinafter referred to. And there also results from this form of a law considerable litigation in cases where there is doubt whether or not the particular employment of the injured workman falls within an employment covered by the law: but this latter objection is to a degree common to all compensation laws, for all have some limitations.

The next form of compensation law, which exists in various countries of Europe, is called Compulsory Insurance, whereby the employer is required to insure the payment of the compensation to his injured workmen. Under some of these laws the employer may or must insure in private companies, under others in employers' associations, and under others in state departments. The advantage of these schemes is that they secure the workmen against their employers' bankruptcy. The disadvantages, unless the scheme be perfectly worked out, are many.

State-managed insurance, for example, has led, through political influences, to low premiums with high compensation rates, and to consequent bankruptcy of the state insurance department. The industrial insurance fund theory, which has many warm advocates in America, unless fully perfected as in Germany, is even more dangerous. The theory is that all employers and employes in any one industry (e. g., coal mining), should be taxed for a fund, out of which compensation to the injured is to be paid. The dangers of such a scheme are that if the premiums are high enough to establish the necessary reserve, the political pressure will be strong enough to raise compensation rates so as to exhaust that reserve; if on the other hand premiums are adjusted annually on the assessment plan, new establishments will be forced to pay their shares of the accumulated liabilities of their older competitors; but, worst of all, there will be no inducement to promote safety and prevent accidents, since the losses in the worse establishments will be borne equally by their better competitors.

The best form of compulsory insurance is generally admitted to be the German. But the German scheme of compulsory insurance against accidents is an integral part of an intimately interconnected system of compulsory insurance against sickness, accidents and old age. And therefore when we say that the German scheme of compulsory insurance against accidents is the best, we do not mean that it would be even good, much less the best, if segregated and applied under different conditions. Perhaps, however, the German schemes for sickness and accident insurance are sufficiently independent to be considered separately from old-age insurance. The *workmen contribute* heavily toward sickness insurance; and the sickness insurance fund takes care of the victims of accidents for the first thirteen weeks of disablement. That means that a large proportion of the losses from accidents falls on the sickness insurance fund and that the workmen have every incentive to see that that fund is not imposed upon by false claims, exaggerated expenses or malingering. After the thirteenth week, the compensation is payable from the accident fund of an association of all the employers in the industry in which the accident occurred, toward which fund

the employers alone contribute. The compensation rate is generally 66 per cent. of loss. Every employer must belong to his proper association; and the association has legal power to enforce regulations for safety in all its establishments.

Although this German system is the best so far devised, yet we cannot regard it as feasible here, because, in the first place, its old age and sickness features are practically dependent for their success upon the stability of the German working population and upon usages and customs far different from ours, and, secondly, because compulsory insurance and compulsory association are instances of paternalism (which, if wisely exercised, we admire, but which, if unwisely exercised, we deprecate as despotism) which is forbidden by our constitutions. Eventually, however, by general recognition of a social necessity, we may work up to some similar system of our own, adapted to our own industrial conditions and political institutions. It is well to have an approximation to the German system in mind, as an ideal; but for a practical first step and for a measure of immediate relief we must look elsewhere.

We, therefore, turn back to the simple compensation laws, without compulsory insurance, and we find that several countries have developed and extended their forms of the compensation liability to apply to pretty nearly all kinds of employment. The best example of this system is the English. The first English compensation law (the Act of 1897) applied only to certain more hazardous industries. It was later extended to cover agriculture. In general it worked well and gave satisfaction, but there was much litigation over the definitions of the industries covered, particularly the building industry, which was very badly defined. A committee of experts recommended as the proper remedy that the scope of the Act should be somewhat enlarged; but Parliament, in the Act of 1906, extended the law to cover practically all employments, not casual. This action was in response to a general public belief, educated by experience, in the general merits of compensation; and the objection that the liability so extended would often be grossly unjust to employers was disposed of by the answer that insurance was so developed and settled that employers could cheaply and safely insure themselves against the liability and thereby economically dis-

tribute the loss. In general this law has worked satisfactorily; but it has led to discrimination against the aged, infirm and defective and those of unknown health and habits in employment. The extent of this evil is disputed; but the better opinion is that it is serious.

So much for the scope and basic principles of the different compensation laws. It remains to consider the constitutional questions involved.

In the first place there is a doubtful constitutional question underlying all forms of compensation law, namely, whether it is "due process of law" to impose upon an employer a predetermined liability for the consequences of an accident beyond his reasonable powers of prevention. This question will come up this month in the Court of Appeals of New York, in a case under the New York law of 1910, which law makes an employer liable for compensation for accidents shown to be due to trade risks or negligence of fellow servants. The decision in that case (unless it should go off on other points) will be most valuable as an indication of the attitude of the courts on the constitutional questions involved in compensation, and may either teach us the need of greater caution or sweep away some of our constitutional doubts.

A greater constitutional risk is incurred if the employer is (as in the bill before you) made liable presumptively for compensation for all accidents in the employment. Several members of our committee, among them Prof. Freund, specifically hesitated at or advised against this extension. It is, however, for reasons already explained, necessary in order to make the law effective; and is therefore justified by public policy.

But the great constitutional difficulty, about which there is most divergence of opinion, is whether or not it is safer constitutionally to restrict the application of the proposed compensation law to the more dangerous industries. "Due process of law" requires that the employer shall be made liable only according to some reasonable principles of private justice, or—under the police power—pursuant to some reasonable public necessity. That the compensation liability is more just in the hazardous employments than in the safer employments has already been explained. And, if the imposition of the liability is sought to be sustained solely upon the police power, it is plainly more nec-

essary and reasonable for the state to require the dangerous industries (which annually turn out thousands of victims of their hazards of indigence and destitution) to relieve such victims and not to dump them on the charity of the state, than it is to require every merchant, professional man and householder to compensate his employes for losses from the ordinary risks of life while at work. The greater the evil the more justifiable is the exercise of the police power. To this view the majority of our committee adhere. But to it it is objected, that there is really no question of "due process of law"—that the state has unquestionable power even under our constitutions to regulate the relation of master and servant as the majority may deem best (a proposition to which we cannot agree); but that the real constitutional danger is that a law limited in its application to the more hazardous industries would be held to offend against that other constitutional provision which forbids "unreasonable discrimination" between persons or classes. Thus in the more dangerous industries there will be many occupations which are comparatively safe, and in the safer industries many occupations which are comparatively dangerous; and it is contended that a law, based upon the degree of danger, which should apply to the former and not to the latter, would unreasonably discriminate between them. This contention is supported by the decision of the United States Circuit Court of Appeals in *Chicago Company vs. Westby*, 178 Fed. Rep. 619; but the superior authority of the United States Supreme Court in *Louisville & Nashville Railroad vs. Melton*, 218 U. S., 36, is to the contrary. And the principles underlying this contention and enunciated in the *Westby* case are weakened by the fact that if they are sound then the greater part of the factory laws, long in force and sustained by the courts, are really unconstitutional and void, because they impose regulations for health and safety upon many comparatively safe, easy and healthy occupations in factories, from which much harder, more dangerous and more unhealthy occupations outside of factories are exempt. The weight of opinion, therefore, appears to be strongly in favor of the proposition that incidental and unavoidable discriminations resulting from a reasonable and correct classification by industries do not constitute *unreasonable* discriminations.

There still remain several other conditions to be considered. As to them we are acting on the assumptions: (1) That those who have studied the subject,—as have presumably the members of the Civic Federation, are generally in favor of some change in our existing law relative to industrial accidents in the direction of compensation or insurance. (2) That the general public are not yet familiar with the subject—not one employer in a hundred in New York, for example, has any idea that we have a compulsory compensation law or of what it means—and are therefore not yet prepared to support a radical readjustment of all the legal relations of master and servant; and (3) That the demand for immediate relief is acute only in the great dangerous industries, and that there is no pressing demand for relief from the burden of physical accidents from such classes of employes as clerks, stenographers, domestic servants, salesmen, etc.

Such being the conditions, as well as we can ascertain them, the question, therefore, is: What amendment to the existing law shall we advocate under these conditions? To that question the draft bill submitted to you is the answer proposed by the Legal Committee.

That bill contains the outlines and essential provisions of a *simple compensation law*, without compulsory insurance.

It applies only to the more dangerous industries enumerated in Sec. 6 and defined in Sec. 7. The reasons for this limitation have been outlined in the preceding discussion. At a recent conference held under the auspices of the Compensation Department this limited form of a bill was excepted to and it was referred back to the Legal Committee to extend its scope. But the majority of that committee refused to recommend any such enlargement although they are inclined to believe that when and if such a law shall have stood the test of constitutionality and proved its benefits in practice, when the general public have become educated to its legal effects and insurance has become adjusted, safe and reasonable in price, then, but not till then,—following English experience—should the scope of the law be materially extended.

The bill applies only to workmen earning less than \$1,800 a year; [Sec. 7 (j)].

It requires employers to pay such workmen compensation for

all injuries "arising out of and in the course of the employment" in the industries to which the bill applies, (Sec. 1) ; except only those injuries shown to be due to certain moral faults of the injured workmen themselves, [Sec. 1 (b)].

It provides, however, (Sec. 2), that where an accident was due to the personal fault of the employer, the injured workman may either accept compensation or sue the employer for full damages at common law.

The compensation provided (Art. II.) aims to give the injured workman or his dependents approximately one-half the estimated loss of wages, with limitations dictated by various reasons of public policy. In case of fatal injury the workman's dependents are to receive a lump sum equal to four years' wages but never to exceed \$3,000. In case of non-fatal injury the workman is to receive weekly payments equal to one-half his wages or to one-half the impairment of his earnings during the period of his disablement, but not to exceed \$10 a week or to continue more than ten years, in any event. In addition the employer is required to furnish any medical and surgical service which may be necessary immediately after the accident, not to cost more than \$100.

On the other hand (Art. III.) the employer is given the right to frequent medical or surgical examinations of claimants for compensation.

I will pause here in the explanation of the draft bill to state that in general its phraseology is copied from the English Acts, wherever possible, in order that the English judicial constructions may be available, and because the English provisions have stood the test of experience. The English rates of compensation, however, have been about doubled, to conform to our higher rates of wages. And the provisions of Article IV. are in large part novel, because we cannot follow the English procedure to any great extent. For that reason those provisions are presented with less confidence than the remainder of the bill. The enumeration of industries in Sec. 6 and the definitions of those industries in Sec. 7 are purely tentative. That list of industries may be readily extended if desired. Next in degree of danger among the industries not covered comes agriculture. But accidents in agriculture although large in the aggregate are comparatively few in proportion to numbers, the opportunities for

the employers to insure are poor, and the relations between employers and employes in general are such as not to demand so imperatively a legal remedy. If the list of dangerous industries should be extended so far as to include commerce, it would result in all sorts of trouble. The Massachusetts plan, which applies to all kinds of employment, seeks to let out the little employers, by excluding from the operation of the law all employers employing five persons or less. That dividing line is objectionable because it has no relation whatsoever to danger, and because it proposes as a criterion of liability a fact as hard to prove in thousands of cases as that stumbling block of our labor laws,—the 16-year age limit. The definitions of industries in Sec. 7 in the bill are introduced in accordance with foreign practice. Without them there would be endless uncertainty as to whether particular establishments would fall within the law or not. Those definitions, however, are far from perfect and should be carefully revised by experts before being adopted for use. But they are not merely careless suggestions. For example, I have carefully studied for a comprehensive definition of "factory" for over five years, and the definition in the bill is the best for the purpose that I can devise. If any one who is an expert on the subject, will study it with care, he can doubtless suggest improvements; but I think that he will find that it comes pretty close to covering all manufacturing in which there is any trade danger.

In Article IV. the bill prescribes the procedure for determining compensation, securing it, etc. To explain the reasons for the particular formulæ adopted would require a review as lengthy as all that has preceded. Under the European compensation laws the liability and amount of compensation are to a large extent determined by special official boards instead of by the ordinary courts. Under the German system, for instance, all questions are first settled by joint boards of workmen and employers, with the right of appeal thereafter to the boards of officials. In England settlements are in first instance by agreement, with alternative recourse to voluntary arbitration, to official arbitration or to the courts. How far should we go in either of those directions, as a first step? In Article IV. we permit settlement by agreement, provide procedure for voluntary arbitrations, and as a last recourse provide for a suit in court according to equity procedure. But the right to trial by jury

is preserved. And no provision is made for official arbitrators. The right to trial by jury is preserved (although we believe that jury trials are the cause of a large part of the evils of the existing system) because we believe that that right cannot be constitutionally abrogated; but we have tried to so frame the procedure as to discourage and avoid resort to such form of trials as much as possible. We have not followed the Minnesota plan of compulsory arbitration by official boards of arbitrators, because it would entail immense expense and yet be in all respects a doubtful experiment—doubtful in practicability, desirability and constitutionality. It is much more practical to trust in the first instance to free settlements, voluntary arbitrations and the existing courts, and to leave defects, abuses and omissions in procedure to be corrected or supplied as they are disclosed in the course of experience. We are far from opposed to the Accident Board plans of Wisconsin and Massachusetts; but when it is proposed—as in the Massachusetts' plan—that one member of a board of three shall sit in all arbitrations in all disputes that arise concerning compensation for the thousands of accidents that annually occur in the state, it seems obvious that the machinery is entirely inadequate for its purpose. While the procedure which we suggest may prove defective, it will at least work and serve as a basis for future development or correction, without leading to the necessity of abandoning any expensive experiment. The procedure for a novel remedy, such as is proposed, cannot best be determined *a priori*; and it would be a mistake to load down the first experiment in compensation with the addition of an expensive or contentious and doubtful experiment in procedure.

Probably the best method of accomplishing the purposes of a compensation law is legalized in Article V. of the draft bill—namely, voluntary benefit associations established and maintained in whole or in part by contributions by the employer or associations of employers. Many employers who have been active in developing such associations in their establishments deprecate the movement for a compensation law as tending to interfere with such schemes. It is a principal demerit of the New York Compulsory Compensation Law of 1910 that in its companion law it authorized such schemes as a substitute for the compensation liability only under impracticable conditions and limitations.

It is the principal merit of the English law that it authorizes such elective alternatives to compensation far more broadly, and that, in consequence, such schemes, of far greater advantage and benefit to the workmen than the legal compensation liability have developed under it in many establishments—notably in the South London Gas Works. But workmen naturally insist that no such scheme should deprive them of the right to compensation, unless the benefits derived therefrom are equivalent to compensation, in addition to their contributions towards it if they contribute. Therefore the English law requires that the adequacy of any such scheme should be certified to by the Register of Friendly Societies, before it shall legally replace compensation. We have followed the English model in this respect, substituting tentatively the Commission of Insurance for the Register of Friendly Societies. Article V. of this bill is therefore of the utmost importance.

I have been asked to point out the differences between this bill and the New York Compulsory Compensation Law of 1910. A great difference is that this bill is far more fully formulated than that law. The other principal differences are: (1) The law applies only to a few dangerous industries selected because they do not compete with industries in other states; while the bill would apply to many more industries—including all factories, mines and quarries. (2) The law gives compensation only for accidents which can be proved to be due to the negligence of the employer or his agents or to trade risks; while the bill would give compensation for practically all accidents in the industries affected, with some few exceptions, and the burden of proving an exception would fall on the employer. (3) The law gives the workman a complete option to sue for full damages under existing negligence laws or to take compensation; while the bill would limit the option of the injured workman to sue for full damages to cases where the employer is personally at fault and in such cases would revive the full common law conditions and defences. (4) The law provides no means for securing a workman who has elected and agreed to accept compensation; while the bill would give such workman the right to judgment for his agreed compensation under proper conditions. To sum up the New York Compulsory Compensation Law gives the workman

additional rights, occasionally of some value; but leaves the situation much as before in regard to litigation and uncertainty, and increases the burden and injustices as to employers.

It is often contended by employers that the workmen should contribute towards compensation. In general American workmen object to compulsory contributions because they would interfere with the existing workmen's organizations. And towards simple 50 per cent. compensation without further benefits it would not be just to require the workmen to contribute. Under the bill which we propose the employer would pay compensation for only one-half of the workmen's losses; the injured workmen would suffer unrelieved the other half of the losses—even more than that, for they would suffer all the loss for the first two weeks, and all the losses in disablement beyond ten years.

You will notice that Sec. 1 (a) of the bill provides that there shall be no compensation for the first two weeks of disablement. It is a condition and not a theory which dictates this provision. Experience has demonstrated that such a rule is absolutely necessary to prevent malingering. But the limitation of compensation to ten years, is to make the liability more readily insurable and to lessen the shock to industry from the first application of the liability. When insurance rates are adjusted and worked down to a normal basis, that limitation should be removed and compensation should continue so long as the disability continues or up to old age.

It has been objected by the representatives of the workmen that this bill would (in Sec. 2) repeal the Employers' Liability statutes, so that if it were enacted and later declared unconstitutional, the workmen would find themselves deprived both of compensation and of their existing statutory remedies and be relegated to their common law remedies only. That is an error. This bill, if enacted, would repeal nothing. It would merely limit the workman's remedies, where it applied, to compensation and to his common law rights in tort; and if it were then declared unconstitutional, it would be wiped out entirely and the Employers' Liability statutes would be still in force and available to the injured workmen.

Even at this great length I have been able to explain the rea-

sons only for the general terms of the bill. The particular provisions I must pass over with the simple assurance that, with some exceptions, they have all been carefully considered, and many arguments for and against the forms chosen have been weighed and studied. If you should look at the provisions of this bill from the single point of view of either an employer, a workman, an insurance man or an abstract lawyer, it will doubtless seem to you to be full of objectionable items; and if you will regard it from a broader point of view and realize that its purpose is to effect prompt average justice within a limited field wherein uncertainty and injustice now prevail, the majority of your objections will disappear.

I feel that it is due to the members of the Committee which has drafted and reported this bill to explain that none of them are committed to nor satisfied with all its provisions; for many of those provisions were adopted by a divided vote. Moreover, some of its members have participated little in its work. Messrs. James and Terry have not participated at all. Mr. Blaine early expressed his preference for something like the Wisconsin plan and thereafter did not co-operate. Mr. Brandeis took no part beyond pointing out the importance of some elective alternative such as is provided in Art. V. And Prof. Freund, who rendered valuable assistance by correspondence, favored a bill upon an even more conservative basis, as before explained. No member of the committee, therefore, is precluded by this report from dissenting from the general lines of this bill or from any of its provisions. And the Civic Federation is neither asked nor advised to commit itself absolutely to the measure. It has been prepared and submitted, pursuant to your request, merely as the expression of what, in the opinion of the majority of the active members of your legal committee, you may safely present to the public as the form for a law which would be a practical, safe and sane move towards the correction of existing evils in respect of industrial accidents. It should be treated as what it is meant to be—merely a sketch model from which to frame a law. Many of its provisions are mere suggestions. Its phraseology may be immensely improved. It will require some modifications to conform to the particular constitutional requirements.

of particular states. And in some states it may be rightly adjudged to be too conservative in its advance. In a sense it is a half-way measure—a mere entering wedge. But for an entering wedge it goes far—as far as half of the countries of Europe and of the English Colonies have gone after years of experiment—for in one clip it would cover approximately 40 per cent. of all wage earners and 70 per cent. of all accidents.

To those whom this movement for a compensation law may alarm, and who wish to go along in our old ways trusting to fortune or Providence to work a change, I venture to point out that in this respect we have for twenty-five years lagged in the rear of civilization, continuing practices long abandoned by our peers, which under modern conditions are simply barbarous in their results. We must make a move towards compensation soon. Otherwise we will continue, with ever-increasing impetus, down the broad way of the Employers' Liability laws, which lead to social destruction.

REPORT AND EXPLANATORY STATEMENT

Which accompanied First Tentative Draft Workmen's Compensation Bill for Uniform State Legislation. Prepared by Legal Committee Department on Compensation for Industrial Accidents and Their Prevention. The National Civic Federation. (This Report is Applicable to Final Draft.)

New York, December 1, 1910.

To August Belmont, Esq., Chairman Department on Compensation for Industrial Accidents and their Prevention—The National Civic Federation, 1 Madison Avenue, New York.

SIR:—The Legal Committee of the Department of The National Civic Federation on Compensation for Industrial Accidents and their Prevention, to which it was referred:—

“To prepare a compensation plan, whether it be a draft or skeleton bill; and

"To inquire into its constitutionality and court decisions which would affect its passage in all industrial states;"—has prepared and herewith reports the draft compensation bill.

The proposed bill herewith submitted was first drafted by the Chairman and Secretary, as directed, and submitted to all the members of the Legal Committee. It was found impossible, because so widely separated, to secure a full attendance of the Committee at any one meeting, and several of the members were unable to participate at all in the discussion. But criticisms, comments and suggestions were received, by correspondence, in advance of the meetings, from those who could not attend; and the first draft and correspondence were gone over by Messrs. Cotton, Loines, Moran, Packer and Sherman, and the accompanying draft bill prepared and adopted,—individual objections being reserved upon particular points. Nevertheless the form of this draft upon disputed points is in conformity with the expressed opinions of the majority of the committee.

This draft bill is based upon the English Acts, following closely the *substantive* provisions of the English Act of 1906, except that the application of the liability which it would create is limited to accidents arising out of and in the course of employment—in the employer's trade or business—in industries which are in fact comparatively hazardous; but it has been necessary, on account of our Constitutional restrictions and different conditions to substitute suggestions of novel practices and procedure in place of the *administrative* provisions of the English Act. From the decision to follow, in general, the principles of the English compensation law one member of the Committee (Mr. Mercer) strongly dissents.

Section 1. The provisions of this section present a serious constitutional difficulty. In view of the rule in *Chicago Co. vs. Westby*, 178 Fed. Rep. 619, and cases cited, it is objected that it would be wiser to follow the precedent of the New York compensation law (Laws of N. Y. 1910, Chap. 674) and limit the application of the liability to those accidents due to certain defined causes. But the objections to that alternative are even more serious. And relying upon *Louisville & Nashville R. R. vs. Melton*, 218 U. S. 36, it was decided to recommend generally the form of Section 1 as in the bill, with the proviso that in

those states where the rule of the *Westby* case (*supra*) prevails the other form should perhaps be preferred. Mr. Cotton approves of the form in the bill, but expresses some doubt as to its being held constitutional. Prof. Freund expresses no doubt as to its constitutionality, but expresses a strong preference to follow the New York precedent. (Prof. Freund has since expressed some doubt as to the constitutionality of this provision.)

Sec. 1 (b). It is believed that this section, in the form adopted would tend to prevent accidents, without permitting fictitious defences to be raised against meritorious claims. That they would have the latter effect is the objection to the adoption of the words of the English statute—"serious and wilful misconduct."

Sec. 2. A proposition to have the employer liable also for damages in tort under existing law for injuries due to his "criminal act or omission" was rejected, for the reason that in many states there are numerous penal statutes which place upon the employer duties which are uncertain—depending often upon expert opinion,—and consequently that such a provision would make it possible to sue in tort and to procure sufficient evidence to go to the jury in a very large proportion of cases, and would thereby too generally continue the existing liability as a practicable alternative to compensation.

A suggestion to so frame this section as in effect to revert to our original common law liability in tort and to abolish all statutory extensions was rejected, for the reason that in some states such liability has been construed or developed to apply to many cases where the employer personally has been guilty of no real wrong, and where compensation alone, without alternative, is therefore the proper remedy.

But this section particularly might rightly vary in different states. It is the opinion of a majority of the committee that, where the right to compensation is given, the injured workman's right to sue in tort for unliquidated damages should be reduced as far as is constitutional; but that, where the employer is guilty of an absolute wrong, the injured workman's right to sue for full damages for the consequences cannot constitutionally be taken away. And how far the right to sue in tort can be limited will vary in different states. For instance, in New York,

where an accident results in death, the right to damages therefor, as it existed in 1895, cannot be reduced; (N. Y. Constitution, Art. I, Sec. 18). Mr. Moran, however, dissents from this general conclusion, and advocates that the right to sue in tort be entirely abolished.

Sec. 6. The list of industries in this section is merely recommendatory and might properly vary in different states; but there should be no unreasonable discrimination between equally hazardous industries.

Sec. 7. The definitions of industries in this section are purely tentative, and should be carefully revised by industrial experts.

(Sec. 9 of the Tentative Draft.) After careful consideration and discussion it was decided to omit a saving clause.

Secs. 9-14, Art. II. The rates of compensation suggested in this article are purely formal; and are presented as a basis for study and determination by the Committee on Statistics and Cost.

Sec. 9 (a) 1. A provision for a minimum compensation of \$1,000 in case of death (as in the English law) was rejected, because it would fix a sum, which in some cases might be out of all proportion to earnings and exceed damages—which would raise an entirely unnecessary constitutional difficulty.

Sec. 15. In explanation of this section it should be pointed out that "certainty as to medical facts" is an appropriate aim of a compensation bill. Uncertainty of legal responsibility for the accident and uncertainty of the degree of disability that actually results from the accident are the causes of the bulk of litigation under the existing "employers' liability" system. By placing the responsibility for all accidents arising out of and in the course of the employment (with a few well defined exceptions) on the employer, a compensation law would practically eliminate the first uncertainty. By prompt medical examination and by inducing early agreement or determination as to the medical facts, the second uncertainty would be eradicated. But the substance of the second and third paragraphs is recommended rather than the form,—as a suggestion for a first step towards a more fully developed scheme for ascertaining and determining medical facts.

Sec. 31. The prevailing opinion is that it would be unconstitutional to take away the right to trial by jury in actions for compensation; and that right is therefore here given. But an effort has been made in drawing the bill to so frame its provisions as to induce settlements by voluntary arbitrations. One or two members of the committee favor compulsory arbitrations in all cases by official boards of arbitrators. But the remaining members of the Committee who have expressed opinions, believe that such a remedy would be unconstitutional; and in addition several members object that there would be no practical advantage in official boards of arbitrators over the existing courts.

Secs. — —, Art. V. The provisions of this Article are approved by the majority of the Committee; and in addition several of its members place particular importance upon there being some alternative or elective liability as therein provided. It will be noticed, by a comparison, that the alternative scheme permitted in this Article is based upon that allowed in the corresponding provisions of the English law, but is more liberal.

The formulation and report of this draft bill imply the opinion of the Committee that the imposition upon employers in the more hazardous industries of a liability regardless of wrong or tort to compensate for accidents would not be unconstitutional under the Bill of Rights. But one member of the Committee (Mr. Blaine) advocates that all uncertainty upon this question of constitutionality should be avoided by abolishing all the rules of law which operate as defences to the employer's liability in tort, and then—by separate statute—permitting the employer to contract at the time of hiring for the substitution of the liability for compensation in place of the liability for tort.

*This draft bill is being submitted to the Uniform State Law Commissioners and all criticisms, corrections and suggestions received from them will be duly reported to you.

For the Committee:

P. TECUMSEH SHERMAN,
Chairman Legal Committee.

LAUNCELOT PACKER,
Secretary.

*In the interest of fairness and to secure the best opinions from all sides, copies of this bill and report of the Committee were sent to all

All opinions thus secured were given consideration in preparing final draft of bill which was submitted to the National Civic Federation.

SALIENT FEATURES

Of Workmen's Compensation Act, Recommended to The National Civic Federation by the Department on Compensation for Industrial Accidents and Their Prevention. Described by August Belmont, Chairman.

Address by August Belmont, Chairman, Department on Compensation for Industrial Accidents and Their Prevention.

SCOPE OF COMPENSATION DEPARTMENT.

To begin with, a wide latitude was given to my Department without minute instructions as to its organization and the commencement of its work. As I understood it, one particular order went with its creation, namely—that it should proceed to acquire information by means of the best channels obtainable throughout the whole country, and with such information at hand formulate recommendations for The National Civic Federation on the subject of Compensation for Industrial Accidents and their Prevention.

The subjects are largely interlaced but not strictly interdependent, so that the Department, for effective work, divided the two subjects among three sub-committees. The first one on Com-

members of the Compensation Department, to all members of the Executive Committee of The National Civic Federation composed of prominent employers, leaders of great national labor organizations and public men; to employers composing the Welfare Department of the Federation, to uniform State law commissioners in the forty-eight states, as well as other members of the Bar affiliated with the American Bar Association; to every member of the nine State Compensation Commissions and the Federal Commission and to the Presidents of Liability Insurance Companies. In all there have been solicited for their opinions between 1,800 and 2,000 citizens throughout the United States, directly or indirectly interested in this great problem.

pensation was referred to a Legal Committee, as I have told you, of which Mr. P. Tecumseh Sherman is Chairman, with instructions to draft a tentative bill for submission to the Federation; the second to a Committee on Statistics and Costs, with instructions to gather information as to the cost of employers and employes in any form and more particularly with regard to insurance. Mr. Sylvester C. Dunham was appointed the Chairman of this Committee. The question of the Prevention of Industrial Accidents was referred to a third sub-committee, of which Mr. Louis B. Schram was made Chairman and whose labors have been principally in the direction of factory inspection.

CONSTITUTIONAL PROHIBITIONS HEEDED BY LEGAL COMMITTEE.

I will take up first the work of the Legal Committee. With its recommendations went the instructions that it formulate a bill which in its essentials would bear the character of a practical measure, one applicable to the present day, not running contrary to constitutional prohibitions and one likely to meet with favorable notice by the majority of the State Legislatures. The Committee proceeded strictly on these lines, feeling that the purposes of The National Civic Federation would be better served by recommending something enactable and enforceable now rather than some theoretical measure that, in the end, would be desirable but which would become law only piece by piece and step by step through the legislatures and through the courts.

SALIENT FEATURES OF FEDERATION'S WORKMEN'S COMPENSATION ACT.

The salient features are, first, that the Committee only provided for compensation in industries that are hazardous,—this because the sentiment throughout the country is practically universal that some definite substitute is required to cover the difficulties and inequalities which the present liability laws of various kinds impose upon the community and, further, because a very large percentage of accidents, from the hazardous employments throw a great number of cripples and helpless workmen and their families upon the state at large, rendering the correc-

tion of these evils a public necessity. Other employments are not included, first, because questions arising out of an effort to regulate them are likely to run against constitutional difficulties, and secondly,—because employers in the non-hazardous occupations would not be able to protect themselves properly through insurance. Insurance in the United States is restricted in character and unprepared to embrace all the employments at anything like reasonable and possible rates.

This entire question has been pressing upon the attention of employers to such a degree during the past few years that many of the large industries have created mutual benefit associations of their own to which the employes as well as the employers contribute and whose function is to provide compensation for accidents and death, and in some cases pensions as well.

PROVISION FOR MUTUAL PLANS WITH PRESCRIBED RATES.

It may be said that the majority of the great industries of the country have already taken steps to protect their workmen and themselves in this way and, doubtless, in the course of some years, if the subject were left entirely alone, would work out a remedy which to them and to their employes would be quite satisfactory. But this would leave the rest and all the small employments laboring under the imperfect conditions which now exist, working great hardships to a very large percentage of our workmen. Some employers have gone so far as to doubt the wisdom of such a law as the Civic Federation Committee is to-day advocating, but it will be interesting for you to know, and it was explained to a certain large number of employers who have reviewed the subject, that this bill contains the provision that where the employer and employe have entered upon an agreement through a mutual benefit association to furnish compensation, they will be exempt from the operation of this Act, provided their rates of compensation shall be not less than the rates given in this tentative draft.

WHY ALL EMPLOYMENTS ARE NOT INCLUDED IN PRESENT ACT.

One word with regard to the Continental, or more especially the German system, which many approve and endorse, and the

English system, which is also an excellent one, both providing protection for employes in all industries, to forestall the query—"Why do we not follow them closely?" It must be borne in mind that in those two countries, and more particularly in Germany, whatever laws it is seen fit to pass for compulsory insurance and compulsory mutual benefit associations are immediately enforceable, and in England subject only to such limitation as Parliament may place upon its laws, based upon what are considered the fundamental customs and accepted rights of its subjects; besides which, Great Britain has carried the question of insurance to a point of refinement unknown and at present unattainable in this country.

In the United States, the guarantees to the individual of certain fundamental liberties and protection are provided in State and National Constitutions, so that our Legal Committee has not deemed it practicable or wise to report an ideal measure as an academic piece of education on the subject, but a purely practical one on the lines of least resistance.

LABOR FULLY PROTECTED.

OLD LIABILITY AND COMMON LAW PROVISIONS AGAIN BECOME OPERATIVE IF COMPENSATION PLAN SHOULD BE DECLARED UNCONSTITUTIONAL.

There is an important feature in the bill which has arrested the attention of our labor friends, who, while approving the measure, as a whole, are solicitous lest by the repeal of the present liability laws, which is provided shall accompany the enactment of this measure, they would lose after all the work and care that has been bestowed upon the framing of our general liability laws, should any of the provisions of this bill be declared unconstitutional, and render it void, the protection they now have, imperfect as it is. Under the advice of counsel, our answer has been to them that, if the courts are unfavorable in their decisions as to its validity, automatically the state reverts to the law repealed by the bill, and the old liability and common law provisions again become operative. This advice, moreover, has now, I understand, been endorsed by eminent legal minds who have reviewed our work as exemplified in the proposed Act of the

Federation. I earnestly hope that labor men everywhere will support our efforts and this bill, if our contention on the last point is correct, and it certainly seems amply sustained by eminent and disinterested lawyers.

DEPARTMENT MEETINGS.

My Department met on March 11, 1910, and appointed sub-committees as above outlined. These sub-committees, after two or three months' work, reported at a special meeting of the Department, called for May 25, 1910, to review the ground then gone over and receive their reports showing a substantial progress. The Department met again on December 22, 1910, and the tentative draft was presented by the Legal Committee and referred back for suggested amendment. Mr. Dunham again reported progress on "Costs," and Mr. Schram, substantial progress on "Factory Inspection."

CONSIDERATION BY FEDERATION'S NATIONAL EXECUTIVE COMMITTEE.

Our President, Mr. Low, invited as many of the National Executive Committee as he could secure on short notice, to meet some prominent employers and representative labor men on January 5, 1911, and to that company the whole subject of the tentative bill was explained by Mr. P. Tecumseh Sherman, the Chairman of the Legal Committee, and also by Mr. William J. Moran, a member of this committee, and, after exhaustive discussion, in which representatives of very large manufacturing concerns, including the Otis Elevator Company, the Linen Thread Company, the Coe Brass Manufacturing Company, the United Shoe Machinery Company, the Edison Electric Illuminating Company, the American Light & Traction Company, and the Ingersoll-Rand Company, severally employers of many thousands of men, the following resolution was adopted:

"That the fundamental principles of the bill be endorsed and that each member present pledge himself to its support through the country."

IDEAL PLAN TO COVER ALL INDUSTRIES ULTIMATE OBJECT.

Now, it is needless for me to say that if the idea, which one constantly hears, that provisions should be made for a broken limb as well as for broken machinery, becomes a fact, we will have reached a thing earnestly desired by me, as well as by every good citizen. And too, what Senator Root said from this rostrum last year, namely, that he hoped that the day would come when every industry should bear the cost of all industrial accidents as a part of the cost of production, is something that everyone desires to see accomplished. But, both at the moment are impracticable. Legislation may be perfectly practicable, admissible and effective so far as large corporations are concerned: they can protect themselves; their risks are distributed. An industry employing a large number of men has a certain percentage of accidents every year which in their records will respond to the law of averages, and they can measure the cost from year to year. It is the small employer, employing few workmen, who is in danger. That man may continue in business thirty years without an accident and his neighbor may within two years have one that will ruin him. So, our committee is only able to give you what it feels to be an entering wedge. It has done the best it could, and in the continuation of its work may be able, in the course of time, to advise you better than it has found it possible to do this year. I thank you.

DRAFT OF AN ACT

To provide compensation for workmen injured in hazardous industries. Prepared and reported by Legal Committee, and recommended, with amendments, by the Department on Compensation for Industrial Accidents and Their Prevention, to The National Civic Federation, 1 Madison avenue, New York City. August Belmont, Chairman of the Department; P. Tecumseh Sherman, former Commissioner of Labor, New York, Chairman

Legal Committee; Launcelot Packer, Washington, D. C., Secretary.

(Matter in parentheses is abbreviated, unformulated or doubtful.)

ARTICLE I.

GENERAL.

- Sec. 1. The Obligation.
- Sec. 2. Reservation of Liability for Wrong or Negligence in certain cases.
- Sec. 3. Reservation of Penalties.
- Sec. 4. Sub-Contracting.
- Sec. 5. Remedies both against Employer and Stranger.
- Sec. 6. Application of the Act.
- Sec. 7. Definitions.
- Sec. 8. Incompetency of Workman.

ARTICLE II.

SCALES OF COMPENSATION, ETC.

- Sec. 9. Amount of Compensation.
- Sec. 10. Rules of Computation.
- Sec. 11. Payments to Injured Workman.
- Sec. 12. Compensation to Dependents, etc.
- Sec. 13. Preferences, Exemptions, and Survival of Rights.
- Sec. 14. Report as to Compensation.

ARTICLE III.

EXAMINATIONS OF INJURED WORKMEN.

- Sec. 15. Medical Examinations.
- Sec. 16. Examinations in Arbitrations.
- Sec. 17. Refusal of Examination.

ARTICLE IV.

PROCEEDING UNDER THIS ACT.

- Sec. 18. Notice and Claim.
- Sec. 19. Agreements.

- Sec. 20. Arbitrations.
- Sec. 21. Duties of Arbitrator.
- Sec. 22. Arbitrator's Fees.
- Sec. 23. Form of Agreements and Awards.
- Sec. 24. Filing Agreements, Awards, etc.
- Sec. 25. Agreements and Awards, when cancelled.
- Sec. 26. Staying Proceedings upon Agreement or Award.
- Sec. 27. Judgment upon Agreement or Award.
- Sec. 28. Review or Modification of Agreement or Award.
- Sec. 29. Redemption of Liability.
- Sec. 30. Courts.
- Sec. 31. Actions.
- Sec. 32. When Cause of Action Accrues.
- Sec. 33. Attorneys' Liens.

ARTICLE V.

ALTERNATIVE SCHEMES.

- Sec. 34. Certificate Required.
- Sec. 35. Condition to Certificate.
- Sec. 36. Certificate to be Revocable.
- Sec. 37. Information to be Furnished.
- Sec. 38. Rules, etc.

(Enacting Clause).

ARTICLE I.

GENERAL.

Sec. 1. *The Obligation.* If, in any employment to which this Act applies, personal injury by accident arising out of and in the course of the employment is caused to a workman, his employer shall subject as hereinafter mentioned, be liable to pay compensation to the workman in accordance with this Act. Save as herein provided no such employer shall be liable for any injury for which compensation is recoverable under this Act.

Provided that:

(a) The employer shall not be liable under this Act in respect of any injury which does not disable the workman for a

period of at least two weeks from earning full wages at the work at which he is employed.

(b) If it is proved that the injury to the workman results from his deliberate intention to cause such an injury, or from his refusal to use a guard or protection against accident required pursuant to any statute and provided for him, or solely from his deliberate breach of statutory regulations affecting safety of life or limb, or from his intoxication, any compensation in respect of that injury shall be disallowed.

Sec. 2. *Reservation of liability for wrong or negligence in certain cases.* Where the injury was proximately caused by the individual (personal) negligence either of commission or omission of the employer (including such negligence of the directors or of any officer if such employer is a corporation, or of any of the partners if such employer is a partnership, or of any member if such employer is an association, but excluding the negligence of competent employes in the performance of their duties or of the employer's duty delegated to them), the common law liability of the employer shall not be affected by this Act, but in such case the injured workman, or if death results from such injury, his dependents as herein defined if they unanimously agree, otherwise his (legal representative, with the approval of the Probate Court), may elect between any right of action against the employer upon such common law liability and the right to compensation under this Act.

Sec. 3. *Reservation of Penalties.* Nothing in this Act shall affect the liability of the employer to a fine or penalty under any other statute.

Sec. 4. *Sub-Contracting.* (a) Where any person (in this section referred to as the principal) undertakes to execute any work which is part of his trade or business or which he has contracted to perform and contracts with any other person (in this section referred to as the contractor) for the execution by or under the contractor of the whole or any part of the work undertaken by the principal, the principal shall be liable to pay to any workman employed in the execution of the work any compensation under this Act which he would have been liable to pay if that workman had been immediately employed by him; and where compensation is claimed from or proceedings are

taken against the principal, then, in the application of this Act, references to the principal shall be substituted for references to the employer, except that the amount of compensation shall be calculated with reference to the earnings of the workman under the employer by whom he is immediately employed:

(b) Where the principal is liable to pay compensation under this section, he shall be entitled to indemnity from any person who would have been liable to pay compensation to the workman independently of this section, and shall have a cause of action therefor.

(c) Nothing in this section shall be construed as preventing a workman from recovering compensation under this Act from the contractor instead of the principal.

(d) This section shall not apply in any case where the accident occurred elsewhere than on, or in, or about premises on which the principal has undertaken to execute work or which are otherwise under his control or management.

(It is suggested that provisions be added to this section, as follows:

(e) Giving an injured workman a lien on the money due and unpaid on the contract.

(f) Giving expressly to the principal contractor who pays compensation voluntarily to a workman of a sub-contractor the right to recover over against the sub-contractor.

(g) Giving to a principal contractor when sued by a workman of a sub-contractor a right to call in the sub-contractor as co-defendant.)

Sec. 5. *Remedies both against Employer and Stranger.* Where the injury for which compensation is payable under this Act was caused under circumstances creating a legal liability in some person other than the employer to pay damages in respect thereof—

(a) The workman may take proceedings both against that person to recover damages and against any person liable to pay compensation under this Act for such compensation, but shall not be entitled to recover both damages and compensation; and

(b) If the workman has recovered compensation under this Act, the person by whom the compensation was paid, or any person who has been called on to indemnify him under the sec-

tion of this Act relating to sub-contracting, shall be entitled to indemnity from the person so liable to pay damages as aforesaid, and shall be subrogated to the rights of the workman to recover damages therefor.

Sec. 6. *Application of the Act.* This Act shall apply only to employment in the course of the employer's trade or business on, in, or about a railway, factory, mine or quarry, electric, building or engineering work, or in certain other hazardous employments, as hereinafter defined. And it shall not apply in any case where the accident occurred or the contract of employment was made before this Act takes effect.

Sec. 7. *Definitions.* In this Act, unless the context otherwise requires:

(a) "Railway" means (all kinds of railways, including private railways, logging roads, etc., excluding only horse-car roads); and "employment on railways" (includes work in depots, power houses, round houses, and other appurtenances, and in private yards, switches, etc., and work on railways for express companies). (Limit to intrastate commerce.)

(b) "Factory" means any premises wherein (mechanical) power is used in manufacturing, making, altering, adapting, ornamenting, finishing, repairing or renovating any article or articles for the purposes of trade or gain or of the business carried on therein, (including expressly any laundry or bakery whatsoever wherein power machinery is used); and includes also any shipyard, marble cutters' and polishers' yard, brick yard, meat packing-house, foundry, forge, smelter, blast furnace, coke burning plant, lime burning plant, phosphate works, steam heating plant, electric lighting plant, electric power plant and water power plant; and any premises where ice is harvested and stored, or wherein a process requiring the use of any dangerous explosive or extra-hazardous inflammable material is carried on, which is conducted for the purpose of business, trade or gain.

A workman employed in a factory which is a ship-building yard shall not be excluded from the benefit of this Act by reason only that the accident occurred outside the yard, in the course of his work upon a vessel in any dock, pier or tidal water near the yard.

(c) "Mine" means any (opening in the earth) for the purpose of extracting any mineral or minerals, and all underground workings, slopes, shafts, galleries and tunnels, and other ways, cuts and openings connected therewith, including those in the course of being opened, sunk or driven; and includes also the appurtenant structures at or about the openings of a mine and any adjoining (adjacent) workplace where the material from a mine is prepared for use or shipment.

(d) "Quarry" means any place, not a mine (including a bank or pit) where stone, slate, clay, sand, gravel or other solid material is dug or otherwise extracted from the earth or ground for the purposes of trade or barter or of the employer's trade or business.

(e) "Electrical work" means any kind of work in or directly connected with the construction, installation, operation, alteration, removal or repair of wires, cables, switchboards or apparatus charged with electric currents.

(f) "Building work" means any work (in any of "the building trades") in the erection, construction, extension, decoration, alteration, repair or demolition of any building (or structural appurtenance).

(g) "Engineering work" means any work in the construction, alteration, extension, repair or demolition of a railway (as hereinbefore defined but including also a horse-car railway), bridge, harbor, jetty, dike, breakwater, dam, pier, dock (including dry-dock and floating dock), reservoir, canal, aqueduct, tunnel, underground conduit, sewer, well, oil tank, gas tank, water tower or water works (including connected stand pipes or mains), any caisson work or work in artificially compressed air, any work in dredging, pile driving, asphalt paving (or other paving with molten material), moving buildings, moving safes, or in laying, repairing or removing underground gas pipes and connections, or in mill-wrighting or the erection, installing, repairing or removing of boilers, furnaces, engines and power machinery (including belting and other connections), and any work in grading or excavating where shoring is necessary or power machinery or blasting powder, dynamite or other high explosive is in use (excluding mining and quarrying).

(h) The "other hazardous employments" to which this Act applies mean any work in a general or terminal warehouse, in a grain elevator, in a malthouse, in a coalyard, in a lumberyard, in a stockyard, in a building-material yard, as a shipwright or rigger, or in loading or unloading the cargo of any vessel at dock in a port of this state.

(i) "Employer" includes any body of persons, corporate or unincorporated, and the (legal representative) of a deceased employer.

(j) "Workman" means any person who has entered into the employment of or works under contract of service or apprenticeship with an employer or who works under contract of service or apprenticeship with a workman with the knowledge and consent of the latter's employer; but does not include a person who is employed otherwise than for the purpose of the employer's trade or business, or whose remuneration exceeds (\$1.800) a year. Any reference to a workman who has been injured, shall, where the workman is dead, include a reference to (his dependents, as hereinafter defined, or to his legal representative) or, where he is a minor or incompetent, to his committee or guardian.

(k) "Dependents" mean such members of the workman's family as were wholly or in part dependent upon the workman at the time of the accident. And "members of a family" for the purposes of this Act mean only widow or husband, as the case may be, and children; or if no widow, husband or children, then parents and grandparents; or if no parents or grandparents, then grandchildren; or if no grandchildren, then brothers and sisters. In the meaning of this section parents include step-parents, children and grandchildren include step-children and step-grandchildren, and brothers and sisters include half-brothers and half-sisters, and parents, grandparents, children and grandchildren include all those between whom the mutually acknowledged relation of parent and child subsists at the time of the accident.

(l) "Accident" and "injury" in this Act mean only such an accident and injury as cause the injured workman to be absent at least five consecutive hours or an entire half-day's time from his work; and "injury" includes an injury resulting in death.

Sec. 8. *Incompetency of Workman.* In case an injured workman is mentally incompetent or a minor (or where death results from the injury, in case any of his dependents as herein defined is mentally incompetent or a minor), at the time when any right, privilege or election accrues to him under this Act, his committee or guardian may in his behalf, claim and exercise such right, privilege or election; and no limitation of time, in this Act provided for, shall run, so long as such incompetent or minor has no committee or guardian.

ARTICLE II.

SCALES OF COMPENSATION, ETC.

Sec. 9. *Amount of Compensation.* The amount of compensation under this Act shall be—

(a) Where death results from the injury—

1) If the workman leaves any dependents wholly dependent upon his earnings, a sum equal to his earnings in the employment of the same employer during the four years next preceding the injury, but not exceeding in any case (\$3,000), provided that the amount of any weekly payments made under this Act shall be deducted from such sum; and, if the period of the workman's employment by the said employer has been less than the said four years, then the amount of his earnings during the said four years shall be deemed to be 156 times his average weekly earnings during the period of his actual employment under said employer; and provided, however, that if the workman does not leave any dependents, residing at the time of the accident in the United States or the Dominion of Canada, the amount of compensation shall not exceed in any case (\$1,000).

(2) If the workman does not leave any such dependents, but leaves any dependents in part dependent upon his earnings, such proportion of the amount payable under the foregoing provisions of this section, as may be agreed upon or determined to be proportionate to the injury to the said dependents; and

(3) If he leaves no dependents, the reasonable expense of his medical attendance and burial, not exceeding (\$100).

(b) Where total or partial incapacity for work results from the injury, a weekly payment during the incapacity, commencing at the end of the second week, equal to, in the case of total incapacity, and not exceeding, in the case of partial incapacity, 50 per cent. of his average weekly earnings during the previous twelve months, if he has been so long employed, but if not, then for any less period during which he has been in the employment of the same employer; provided, however, that if the workman is under twenty-one years of age at the date of the accident and his average weekly earnings are less than \$10, his compensation shall be a weekly payment not exceeding his full average earnings.

Provided further, however, that:

(1) No such weekly payment shall exceed (\$10).

(2) No such weekly payment shall extend over a period exceeding (10) years, nor continue after the workman has reached the age of (60) years, unless at the date of the injury he was over (55) years of age, in which case it may continue for a period of (5) years after such date.

(c) In addition to the compensation hereinbefore prescribed the injured workman shall be entitled to receive at the expense of the employer such immediate medical and surgical relief as shall in the judgment of a competent physician be deemed to be imperative, such professional service, in default of agreement to the contrary, to be performed by one selected by the employer; provided, however, that the employer shall in no such case be obligated hereby to pay more than \$100 towards such services, and provided further that in case such professional services are performed by one selected wholly by the employer the injured workman shall be obliged to pay no part of such expense.

Sec. 10. *Rules for Computation.* For the purposes of the provisions of this article relating to "earnings" and "average weekly earnings" of a workman, the following rules shall be observed:

(a) "Average weekly earnings" shall be computed in such manner as is best calculated to give the average rate per week at which the workman was being remunerated. Provided that where by reason of the shortness of the time during which the

workman has been in the employment of his employer, or the casual nature or the terms of the employment, the actual rate of his remuneration cannot be computed, regard may be had to the average weekly amount which, during the twelve months previous to the accident, was being earned by a person in the same grade employed at the same work by the same employer, or, if there is no person so employed, by a person in the same grade employed in the same class of employment and in the same district;

(b) Where the workman had entered into concurrent contracts of service with two or more employers under which he worked at one time for one such employer and at another time for another such employer, his "earnings" and his "average weekly earnings" shall be computed as if his earnings under all such contracts were earnings in the employment of the employer for whom he was working at the time of the accident;

(c) Employment by the same employer shall be taken to mean employment by the same employer in the grade in which the workman was employed at the time of the accident, uninterrupted by his absence from work due to illness or any other unavoidable cause:

(d) Where the employer has been accustomed to pay to the workman a sum to cover any special expenses entailed on him by the nature of his employment, the sum so paid shall not be reckoned as part of the earnings.

(e) In fixing the amount of the weekly payment, allowance shall be made for any payment or benefit which the workman may receive from the employer during the period of his incapacity.

(f) In the case of partial incapacity the weekly payment shall be computed to equal, as closely as possible, 50 per cent. of the difference between the amount of the "average weekly earnings" of the workman before the accident, to be computed as herein provided, and the average weekly amount which he is most probably able to earn in some suitable employment or business after the accident, subject, however, to the limitations hereinbefore provided.

Sec. 11. *Payments to injured workman.* The (Commissioner of Labor) shall prescribe reasonable regulations govern-

ing the time, place and manner in which weekly payments shall be made within this state, having regard to the security and convenience of the employer and the welfare of the workman; but a (Justice of the Court), upon the application of either party, may modify such regulations in a particular case, as to him may seem just. If a workman receiving a weekly payment cease to reside in the state (or in his residence at the time of the accident in an adjoining state) his right to weekly payments shall cease; but he shall be entitled to receive monthly or quarterly as may be agreed upon or as the Court, upon application, having regard to the welfare of the workman and the convenience of the employer, may determine, the sum of the weekly payments accruing during the preceding month or quarter, so long as he proves in such manner and at such intervals as may be prescribed by the rules of the Court, his identity and the continuance of the incapacity in respect of which the weekly payment is payable.

Sec. 12. *Compensation to dependents, etc.* Where death results from the injury and the dependents of the deceased workman, as herein defined, have agreed to accept compensation, and the amount of such compensation and the apportionment thereof between them has been agreed to or otherwise determined, the employer may pay such compensation to them accordingly (or to an administrator if one be appointed), and thereupon be discharged from all further liability for the injury. Where only the apportionment of the agreed compensation between the dependents is not agreed to, the employer may pay the amount into (court), or to (the administrator) of the deceased workman, with the same effect. Where the compensation has been so paid into (court) or to an (administrator), (the proper probate court), upon the petition of such (administrator) or of any of such dependents, and upon such notice and proof as its rules may provide, shall determine (and decree) the distribution thereof among such dependents. (Where there are no dependents, medical and funeral expenses may be paid and distributed in like manner).

Sec. 13. *Preferences, exemptions and survival of rights.* (Persons entitled to compensation to be given the highest practicable preference in case of insolvency of employer. The right

to compensation to be unassignable and to be given the broadest exemptions from attachment, execution, etc.; but to be extinguished by the death of the person entitled thereto).

Sec. 14. *Reports as to compensation.* (Employers affected by this Act to report annually to the Commissioner of Labor such reasonable particulars in regard thereto as he may require, including particulars as to all releases of liability under this Act and any other law. The penalty for failure to report or for false report might be to invalidate the settlement).

ARTICLE III.

EXAMINATIONS OF INJURED WORKMAN.

Sec. 15. *Medical examinations.* An injured workman shall submit himself to examination by a duly qualified medical practitioner provided and paid by the employer, as soon after the accident as demanded, and from time to time thereafter during the pendency of his claim for compensation or during the receipt by him of payments under this Act; but he shall not be required to so submit himself otherwise than in accordance with regulations made by (the Commissioner of Labor), nor at more frequent intervals than prescribed by those regulations.

It shall be the duty of the employer to cause such an examination to be made of the injured workman immediately after knowledge or notice of the accident, and to serve a copy of the report by his medical practitioner of such examination upon the workman within six days after such examination. If no such examination be made and report furnished by the employer within that time, the workman shall be examined by his own medical practitioner, and shall furnish a report thereof by his medical practitioner to the employer, for which he shall be entitled to recover (\$1) from the employer, which amount may be added to the compensation. Upon the receipt by either party of such a report from the other party, the party receiving it, if he disputes such report or any statement therein, shall notify the other party of that fact within six days, otherwise such report shall be *prima facie* evidence of the facts therein stated in any subsequent proceedings under this Act.

If thereafter a dispute exists as to the condition of the workman, the Court, upon application of either party, shall order an examination of the workman to be made by a medical examiner appointed by it. The fees of such examiner shall be fixed by the Court at not to exceed (\$10), and shall be paid in advance by the applicant. Such medical examiner shall report his conclusions from such examination, in duplicate, to each party, and such report shall be *prima facie* evidence of the facts therein stated in any subsequent proceedings under this Act.

Sec. 16. *Examinations in Arbitrations.* If an arbitrator has been selected or appointed pursuant to the provisions of this Act, the workman shall submit himself for examination by such arbitrator or by a medical practitioner selected by him, whenever, whereunder and under such conditions as such arbitrator in the exercise of a reasonable discretion may order.

Sec. 17. *Refusal of Examination.* If the workman refuses to submit himself to an examination hereinbefore provided for or in any wise obstructs the same, his right to compensation and to take or prosecute any further proceedings under this Act shall be suspended until such examination take place. And, when a right to compensation is suspended, no compensation shall be payable in respect of the period of suspension.

ARTICLE IV.

PROCEEDINGS UNDER THIS ACT.

Sec. 18. *Notice and Claim.* Proceedings for the recovery of compensation under this Act shall not be maintainable, unless written notice of the accident, stating the time, place and particulars thereof, and the name and address of the person injured, has been given within (7) days after the accident; and unless a claim for compensation has been made within six months after the accident, or, in case of death, within six months from the date of death. (Such notice shall be delivered personally or by registered letter. The want of or any defect in such notice or in its service shall not be a bar unless the employer proves that he has in fact been thereby prejudiced, or if such want or defect was occasioned by mistake, physical or mental incapacity

or other reasonable cause. And the failure to make a claim within the period above specified shall not be a bar, if such failure was occasioned by mistake, physical or mental incapacity or other reasonable cause).

Sec. 19. *Agreements.* Compensation due under this Act may be settled by agreement. Every such agreement, other than a release, shall be in the form hereinafter provided.

Sec. 20. *Arbitrations.* If compensation be not so settled by agreement:

(a) If any committee, representative of the employer and the workman exists, organized for the purpose of settling disputes under this Act, the matter shall, unless either party objects by notice in writing delivered or sent by registered mail to the other party (before the committee meets to consider the matter), be settled (in accordance with its rules) by such committee or by an arbitrator selected by it.

(b) If either party so objects, or there is no such committee, or the committee or the arbitrator to whom it refers the matter fails to settle it within ninety days from the date of the claim, the matter may be settled by a single arbitrator agreed on by the parties or selected by any person or persons or judge of court agreed on by the parties. The consent to arbitration shall be in writing and signed by the parties, and may limit the fees of the arbitrator and the time within which the award must be made. And unless such consent expressly refers other questions, only the question of the amount of compensation shall be deemed to be in issue.

Sec. 21. *Duties of Arbitrator.* (The arbitrator shall not be bound by technical rules, but shall give the parties reasonable opportunity to be heard and act reasonably and without partiality. He shall make and file his award, with the consent to arbitration attached, in the proper County Clerk's office, within the time limited in the consent, or if no time limit is fixed therein, within ninety days after his selection, and shall give notice of such filing to the parties by mail.)

Sec. 22. *Arbitrator's fees.* Unless the arbitrator's fees be fixed by the consent to arbitration or be agreed to by the parties before the arbitration they shall be taxed by a justice of the Court, upon notice, (at not to exceed \$

per day and disbursements or in any event \$25 in all). The arbitrator shall apportion the cost of such fees in his discretion between the employer and workman (but not more than two-thirds against either one), and shall add the amount apportioned against the employer to the first payment to be made under the award. And he shall note the amount of his fees on the award, and shall have a lien therefor on the first payments due under the award.

Sec. 23. *Form of agreements and awards.* Every agreement for compensation and every award shall be in writing, signed and acknowledged by the parties or by the arbitrator or secretary of the committee hereinbefore referred to, and shall specify the amount due and unpaid by the employer to the workman up to the date of the agreement or award, and, if any, the amount of the weekly payments thereafter to be paid by the employer to the workman, and the length of time such weekly payments shall continue.

Sec. 24. *Filing agreements, awards, etc.* It shall be the duty of the employer to file or cause to be filed every release of liability hereunder, every agreement for or award of compensation, or modifying an agreement for or award of compensation, under this Act (if not filed by the committee or arbitrator), to which he is a party, (or a sworn copy thereof), in the (County Clerk's office of the county in which the accident occurred), within (60) days after it is made, otherwise it shall be (void as against the workman). (The County Clerk shall accept, receipt for and file any such release, agreement or award, and record or index it, etc.) Nothing herein shall be construed to prevent the workman from so filing such agreement or award.

Sec. 25. *Agreements and awards, when cancelled.* At any time within (one year) after an agreement or award has been so filed, a Justice of the Court, may, upon the application of either party, cancel such agreement or award, upon such terms as may be just, if it be shown to his satisfaction, that the workman has returned to work and is earning the same or higher wages as or than he did before the accident, or that the agreement or award has been obtained by fraud or undue influence, or that the committee or arbitrator making the award acted without authority or was guilty of serious misconduct.

Sec. 26. *Staying proceedings upon agreement or award.* At any time after the filing of an agreement or award and before judgment has been granted thereon and execution issued, the employer may stay further proceedings thereon by filing in the County Clerk's office wherein such agreement or award is filed or judgment entered: (a) (a proper certificate of a qualified insurance company that the payment of the compensation to the workman is insured by it); or (b) (a proper bond, undertaking to secure the payment of the compensation.) (Such certificate or bond to be approved by the Justice of the Court as to form and sufficiency, etc.)

Sec. 27. *Judgment upon agreement or award.* At any time after an agreement or award has been filed, the workman may apply to the Court, upon notice for judgment against the employer for a lump sum equal to (90 per cent.) of the amount of payments due and unpaid and prospectively due under the agreement or award; and, unless the agreement or award be stayed, modified or cancelled, or the liability thereunder be redeemed or otherwise discharged, the court shall examine the workman under oath, and, unless satisfied that the application is made for other reasons than doubt as to the security of his compensation, shall compute the sum and direct judgment accordingly, as if in an action.

Sec. 28. *Review or modification of agreement or award.* An agreement or award may be modified at any time by a subsequent agreement, or, at any time after (one year) from the date of filing, it may be reviewed, upon the application of either party, on the ground that the incapacity of the workman has subsequently increased or diminished. Such application shall be made to the Court; and, unless the parties consent to arbitration, the court may appoint a medical practitioner to examine the workman and report to it; and upon his report and after hearing the evidence of the parties, the Court may modify such agreement or award, as may be just, by ending, increasing or diminishing the compensation, subject to the limitations hereinbefore provided. (The fees of the arbitrator, or the fees of the medical examiner, to be fixed by the court at not to exceed (\$10), shall be paid in advance by the party applying. If the compensation be increased, a prior stay shall not

be effective, unless the employer file a further certificate or bond to secure the increased compensation).

Sec. 29. *Redemption of Liability.* Where any weekly payment has been continued for not less than (six months) the liability therefor may be redeemed by the employer by the payment to the workman of a lump sum of an amount equal to 85 per cent. of the sum of the weekly payments which may become due according to the award, such amount to be determined by agreement, or, in default thereof, upon application by a Justice of the Court. (Upon paying such amount the employer to be discharged from all further liability on account of the injury, and to be entitled to a duly executed release, upon filing which or other due proof of payment, the liability upon any agreement or award to be discharged of record.)

Sec. 30. *Courts.* All references hereinbefore to the Court or to a Justice of such Court, shall mean (such Court, etc., in and for the county or district in which such accident occurred, but the objection that proceedings are in the wrong county or district may be waived). Such Court shall make all rules necessary and appropriate to carry out the provisions of this Act.

Sec. 31. *Actions (Suits).* A workman's right to compensation under this Act, may, in default of agreement or arbitration, be determined and enforced by action (suit) in (any court of competent jurisdiction). Such action (suit) shall be tried by the court without a jury (according to the usual course of equity practice), and the right to trial by jury of any issues of fact arising therein shall be deemed waived, unless either party, in due course, shall apply to the court for an order directing the questions arising upon such issues of fact to be distinctly and plainly stated (framed) for trial by jury. The judgment (or decree), if in favor of the plaintiff, shall be for a lump sum or for periodical payments and subject to such rights of execution, security, redemption, modification and review as to the court may seem just and for the best interests of the injured workman or his dependents; and if, in the judgment of the court, the action (suit) was unreasonably prosecuted or defended costs may be withheld or double or treble costs awarded. Where death results from the injury, the action shall be brought by (the legal

representative) of the deceased for the benefit of the dependents as herein defined; and in such action the judgment may provide the proportions of the award to be distributed to or between the several dependents; otherwise such proportions shall be determined by the proper (probate) court as hereinbefore provided. An action to set aside a release or other discharge of liability on the ground of fraud, or mental incompetency may be joined with an action for compensation under this Act.

Sec. 32. *When the cause of action accrues.* The cause of action shall be deemed in every case, including a case where death results from the injury, to have accrued to the injured workman at the time of the accident; and the time limited in which to commence an action for compensation therefor shall run as against him, his (legal representatives) and dependents from that date. (Amend the Statute of Limitations, if necessary, to make the short term, applicable to actions in tort, apply; but do not assimilate this action in terms to an action in tort.)

Sec. 33. *Attorneys' liens.* (Contingent fees of attorneys for services in proceedings under this Act shall in every case be subject to approval by the Court, and a copy of every agreement for a contingent fee shall be filed within a certain time with the Commissioner of Labor.)

ARTICLE V.

ALTERNATIVE SCHEMES PERMITTED.

Sec. 34. *Certificate Required.* If the (Commissioner of Insurance) certifies that any scheme of compensation, benefit or insurance for the workmen of an employer in any employment to which this Act applies, whether or not such scheme includes other employers and their workmen, provides scales of compensation not less favorable to the workmen and their dependents than the corresponding scales contained in this Act, and that, where the scheme provides for contributions by the workmen, the scheme confers benefits at least equivalent to those contributions, in addition to the benefits to which the workmen would have been entitled under this Act or their equivalents, the employer may, while the certificate is in force, contract with any of his workmen that the provisions of the scheme shall be substi-

tuted for the provisions of this Act; and thereupon the employer shall be liable only in accordance with that scheme; but, save as aforesaid, this Act shall apply notwithstanding any contract to the contrary made after this Act becomes a law.

Sec. 35. *Condition to certificate.* No scheme shall be so certified which does not contain suitable provisions for the equitable distribution of any moneys or securities held for the purpose of the scheme, after due provision has been made to discharge the liabilities already accrued, if and when such certificate is revoked or the scheme otherwise terminated.

Sec. 36. *Certificate to be revocable.* If at any time the scheme no longer fulfils the requirements of this Article, or is not fairly administered, or other (valid and substantial) reasons therefor exist, the (Commissioner of Insurance) shall revoke the certificate and the scheme shall thereby be terminated.

Sec. 37. *Information to be reported.* Where a certified scheme is in effect the employer shall answer all such inquiries and furnish all such accounts in regard thereto as may be required by the (Commissioner of Insurance).

Sec. 38. *Rules, etc.* The (Commissioner of Insurance) may make all rules and regulations necessary to carry out the purposes of this Article.

This Act shall take effect

Proposed Legislation

Relating to the Interests of

LABOR



PROPOSED LEGISLATION RELATING TO LABOR.

The bureau is informed that certain measures concerning the interests of labor will be introduced into the General Assembly at the January Session, 1911.

Omitting those which are very similar in scope and character the various proposed bills are presented herewith.

Perhaps the most important of these bills are those concerning compensation of injured workmen, a subject with which the preceding chapter has much to do.

The proposed bills follow:

PROPOSED BILL TO PROVIDE COMPENSATION FOR INJURIES TO WORK- MEN SUSTAINED IN THE COURSE OF THEIR EMPLOYMENT.

WORKMEN'S COMPENSATION IN CERTAIN DANGEROUS EM- PLOYMENTS.

- Section 1. Application of Article.
- Section 2. Definitions.
- Section 3. Basis of Liability.
- Section 4. Rights of Action Affected.
- Section 5. Scale of Compensation.
- Section 6. Incompetency of Workman.
- Section 7. Settlement of Disputes.
- Section 8. Exemptions.
- Section 9. Medical Examiners and Medical Examinations.
- Section 10. Security of Payment.

Section 1. *Application of Article.* This article shall apply to all workmen engaged in the following employments, each of which is hereby determined to be especially dangerous, in which

from the nature, conditions or means of prosecution of the work therein, extraordinary risks to the life and limb of workmen engaged therein are inherent, necessary or substantially unavoidable, and as to each of which employments it is deemed necessary to establish a system of compensation for accidents to workmen:

Workmen engaged in or about any or all railroads, ferries, docks or caissons; in the service of express companies, telegraph or telephone companies, gas or electric companies; in the construction, repair, demolition or operation of buildings, structures, bridges, tunnels or subways; in any excavations; in or about any packing houses; slaughter houses, factories, mills, machine shops, foundries, blast furnaces, mines, quarries or other works in or on which is being used any machinery driven by steam, water, electricity, compressed air or any mechanical power; in or about the operation of elevators, elevating machines or derricks, or hoisting apparatus used within or on the outside of any bridge, building or structure for the hoisting of materials in the construction, operation, alteration or repair of wires, cables, switchboards or apparatus charged with electric currents, or in any work necessitating dangerous proximity to gunpowder, blasting powder, dynamite or any other explosives.

Section 2. *Definitions.* The words "employer," "workmen" and "employment" or their plurals used in this article, shall be construed to apply to all employments above described, and words denoting the masculine gender shall include females.

Section 3. *Basis of Liability.* If in any of the employments above described, personal injury by accidents arising out of and in the course of the employment is caused to any workman employed therein, then the employer, shall, subject as hereinafter mentioned, be liable to pay compensation at the rates set forth in Section 5 of this article.

Section 4. *Rights of Action Affected.* The right of action for damages caused by any such injury, at common law or under any statute in force on January 1, 1910, shall not be affected by this article. In case of injury sustained as hereinabove set forth, the workman may, at his option, either claim compensation under this act, or take the same proceedings as were open to him before the enactment of this act, notwithstanding any pro-

vision of this act. If any action is brought to recover damages independently of this act for injury caused by any accident, and it is determined in such action that the injury is one for which the employer is not liable in such action at law, but one for which he would have been liable to pay compensation under the provisions of this act, the action shall be dismissed, but the court in which the action is tried shall, if the plaintiff shall so choose, proceed to award such compensation and shall be at liberty to deduct from such compensation such costs which, in its judgment, have been caused by the plaintiff bringing the action instead of proceeding under this act, not exceeding in any event the statutory costs.

Section 5. *Scale of Compensation.*

1. The amount of compensation in case the injury results in death, shall be a sum equal to one-third of the cash value of the amount which, according to the expectation of life given in the Massachusetts Life Table of 1898, the deceased would have earned during the remainder of his natural life, at the wages he was receiving at the time of his death. Such wages to be computed on the basis of the weekly average of the daily wages at full employment which the employe had received during the preceding twelve months or part thereof in the service of his employer, provided that in no case shall the earnings be computed at less than \$850 per year.

2. The amount of compensation in case the injury results in permanent and total disability, shall be equal to one and one-third of the amount of compensation above provided for cases in which the injury results in death.

3. The amount of compensation in case of permanent partial disability shall be such proportion of the amount hereinbefore provided to be paid in cases of permanent total disability, as will represent, as nearly as possible, the extent of the impairment of the workman's earning capacity in the same employment or otherwise.

4. Where temporary total incapacity for work at any gainful employment results to the workman from the injury, the compensation shall be a weekly payment commencing on the date of the injury and continuing during such incapacity, equal to his average weekly earnings when at work on full time during the

preceding year during which he shall have been in the employment of the same employer, or if he shall have been in the employment of the same employer for less than a year, then a weekly payment equal to six times the average daily earnings on full time for such less period.

5. Where the injury results in temporary and partial incapacity for work, the amount of compensation shall be equal to the difference between the amount of the average earnings of the workman before the accident, and the average amount he is able to earn thereafter as wages in the same employment or otherwise.

Section 6. *Incompetency of Workman.* In case an injured workman shall be mentally incompetent at the time when any right or privilege accrues to him under this article, a committee or guardian of the incompetent appointed pursuant to law may, on behalf of such incompetent, claim and exercise any such right or privilege with the same force and effect as if the workman himself had been competent and had claimed or exercised any such right or privilege; and no limitation of time in this article provided for shall run so long as said incompetent workman has no committee or guardian.

Section 7. *Settlement or Disputes.* Any question which may arise under this act shall be determined either by agreement or by arbitration, or by an action at law as herein provided.

A contract in writing between the principals or their legal representatives agreeing upon the amount of compensation due, shall be valid if entered into after the said injury was sustained and not before. Such an agreement shall be signed by the parties to the same, and shall be acknowledged before an officer who has power to take proof of acknowledgement of instruments to be recorded. Such agreement, when filed by any party thereto with the clerk of the court hereinafter provided, shall have the same force in all respect as a judgment of the court.

If the principals or their legal representatives should fail to agree upon the amount of compensation, the dispute may be submitted by them to a board of three arbitrators; one to be designated by each of the two parties to the controversy, and the third to be chosen by such arbitrators. The decision of a majority of such arbitrators shall be binding upon the parties.

The arbitrators shall make a written award not later than thirty days from the submission of the controversy to them, and such award, when signed by the arbitrators, and duly acknowledged, shall be filed with the clerk of the court hereinafter provided, and when so filed it shall have the force and effect of a judgment of a competent court.

In case the employer fail to make compensation as herein provided, and the controversy is not submitted to arbitration as above provided, the injured workman, or his committee or guardian, if such be appointed, or his executor or administrator, may then bring an action to recover compensation under this article in any court having jurisdiction of an action for recovery of damages for negligence for the same injury between the same parties. This article, however, shall not be construed as extending the jurisdiction of any such court to award judgment for an amount greater than now allowed by law. Such action shall be conducted in the same manner as action at law for the recovery of damages for negligence, except that all actions brought under this act shall have a preference on the calendars of the respective courts over and above any other class of actions, and no fees or other payments shall be required from the plaintiff from such courts.

In actions for weekly payments as compensation for temporary disability, the summons shall be returnable in three days, and the case shall be tried within one week from the return day, unless adjourned for a longer time at the request of the plaintiff. The pleadings shall be oral, and the judgment shall be enforceable by a body execution.

Judgments, awards or agreements providing for weekly payments for temporary disability, shall remain in force until the injured employe has returned to work or has recovered, and executions thereon may be issued from week to week or for two or more weeks, as long as they remain in force. Said judgments shall only be cancelled by order of the Judge or Justice having jurisdiction to render such judgments, upon satisfactory proof that such employe has returned to work or has recovered, but no such order shall be made without reasonable notice to the employe.

All lump sums of money to be recovered under this act as compensation for injuries resulting in death or permanent disability, shall be paid into the State Accident Insurance Fund hereinafter provided for, for the benefit of the parties entitled to the same under this act.

Section 8. *Exemptions.* The payments recovered under the provisions of this act by workmen injured in the course of their employment, or their dependents, shall not be capable of being assigned or attached, and shall not pass by operation of law to any person other than such workman or his dependents, nor shall any claim be set up against such payments.

Section 9. *Medical Examiners and Medical Examinations.*

(a) The State Department of Health shall appoint in each county such a number of physicians as may be required for the purpose, to be known as medical examiners; the duty of such examiners shall be to examine injured employes whenever requested by employer or employe and to certify, whenever required, as to the ability or inability of the employe to work. Such medical examiners also to examine, whenever required, the employe in order to ascertain whether his injuries are permanent or temporary, total or partial, and in the latter case, to what extent the earning power of the employe has been impaired by such injuries. The certificate of a medical examiner setting forth the fact of his examination and his findings thereon, shall be evidence of the matters therein contained.

(b) An employe who has made claim to compensation shall submit himself or herself, if so required by the employer, for examination by a duly qualified medical practitioner, provided and paid for by the employer, the employe to have his or her own physician present if desired.

(c) An employe who is in receipt of weekly compensation payments shall submit himself or herself at reasonable intervals, when so required by the employer, for examination by a duly qualified medical practitioner, provided and paid for by the employer, the employe to have his or her own physician present if desired.

Section 10. *Security of Payment.*

(a) The State of Connecticut shall guarantee the payment of compensation for death and permanent disability or injury.

(b) The State Department of Insurance shall establish and operate a State Accident Insurance Fund to assume the liabilities for injury of any employer who pays the proper premiums thereinto, such premiums to be determined by such State Department.

(c) In the case of permanent disability or injury or death of an employe, the State Insurance Department shall collect the amount due by the employer, and shall act as trustee for the persons entitled to the compensation.

(d) The amount due the dependents of an employe in the case of such employe's death, or to an employe if permanently disabled, shall be paid in monthly instalments throughout the period during which the employe would have contributed to the support of the dependents had he or she not died as a result of the injury, such periods to be considered as

A. In the case of minors, until their majority.

B. In the case of other dependents, until their death.

Annuities shall be so calculated that the sum of their value, computed by the Massachusetts Life Table at 4 per cent. shall be equal to the amount collected from the employer.

(e) In the event of the death of a minor dependent who is receiving an annuity, the amount due until majority of such dependent shall be paid to the remaining dependents, and if there are none, to the state.

(f) The General Assembly shall appropriate sufficient funds to cover the operations of the State Department of Insurance and of the State Department of Health in so far as its operations relate to compensation claims.

(g) In case of the death of an employe who shall leave no dependents, or of a minor receiving an annuity who has no dependents, the sums paid or to be paid by the employer as herein provided, shall revert to the state, and shall constitute a Guarantee Fund for the compensation of employes whose employers have become insolvent.

Closely related to the foregoing but somewhat different in scope is the following proposed bill which will also be introduced:

Section 1. *Application of Article.* This article shall apply only to workmen engaged in manual or mechanical labor in the

following employments, each of which is hereby determined to be specially dangerous, in which from the nature, conditions or means of prosecution of the work thereon extraordinary risks to the life and limb of workmen engaged therein are inherent, necessary or substantially unavoidable and as to each of which employments it is deemed necessary to establish a new system of compensation for accidents to workmen.

1. The erection or demolition of any bridge or building in which there is or in which the plans or specifications require, iron, or steel frame work.

2. The operation of elevators, elevating machines or derricks, or hoisting apparatus used within or on the outside of any bridge or building for the conveying of material in connection with the erection or demolition of such bridge or building.

3. Work on scaffolds of any kind elevated twenty feet or more above the ground, water or floor beneath, in the erection, construction, painting, alteration or repair of buildings, bridges or structures.

4. Construction, operation, alteration, or repair of wires, cables, switch boards or apparatus charged with electric currents.

5. All work necessitating dangerous proximity to gunpowder, blasting powder, dynamite or any other explosives where the same are used as instrumentalities of the industry.

6. The operation on steam railroads of locomotives, engines, trains, motors or cars propelled by gravity or steam, electricity or other mechanical power, or the construction or repair of steam railroad tracks and roadbeds over which such locomotives, engines, trains, motors or cars are operating.

7. All construction of tunnels and subways.

8. All work carried on under compressed air.

Section 2. *Definitions.* The words "employer," "workman" and "employment" or their plurals, used in this article shall be construed to apply to all the employments above described. The term "workman" shall include all persons employed, male or female.

Section 3. *Basis of Liability.* If in the course of any of the employments above described, personal injury by accident arising out of and in the course of the employment, after this article takes effect, is caused to any workman employed therein, in

whole or in part, or the damage or injury caused therein, in whole or in part, or the damage or injury caused thereby is in whole or in part contributed by (a) a necessary risk or danger of the employment or one inherent in the nature thereof; or (b) failure of the employer of such workman, or any of his or its officers or agents or employes to exercise due care or to comply with any law affecting such employment; then such employer shall, subject as hereinafter mentioned, be liable to pay compensation at the rates set out in Sections six and seven of this act; provided that the employer shall not be liable in respect of any injury which does not disable the workman for a period of at least two weeks from earning full wages at the work at which he was employed, and provided that the employer shall not be liable in respect to any injury to the workman which is caused in whole or in part by the serious and willful misconduct of the workman.

Section 4. *Rights of Action Not Affected.* The right of action for damages caused by any such injury at common law, or under the statute in force on January 1, nineteen hundred and eleven, shall not be affected by this article and every existing right of action for negligence, or to recover damages for injuries resulting in death, if continued, and nothing in this article shall be construed as limiting such right of action, but in case the injured workman, or in case of his death his executor or administrator, shall avail himself of this article, either by accepting any compensation hereunder, in accordance with Sections six and seven of this act, or by beginning proceedings therefor in any manner on account of any such injury, he shall be barred from recovery in, and deemed thereby to have released, every other action at common law, or under any other statute on account of the same injury after this article takes effect. In case after same injury the workman, or in case of his death his executor or administrator, shall commence any suit at common law or under any statute other than this article, against the employer therefor, he shall be barred from all benefits of this article in regard thereto.

Section 5. *Notice of Accident.* No proceedings for compensation under this article shall be maintained unless notice of the accident as hereinafter provided has been given to the employer

as soon as practicable after the happening thereof, and before the workman has voluntarily left the employment in which he was injured, and during such disability, but no want or defect or inaccuracy of a notice shall be a bar to the maintenance of proceedings unless the employer proves that he is prejudiced by such want, defect or inaccuracy. Notice of the accident shall state the name and address of the workman injured, the date and place of the accident, and in simple language the physical cause thereof if known. The notice may be served personally or by sending it by mail in a registered letter addressed to the employer at his last known residence or place of business.

Section 6. *Scale of Compensation in Case of Death.*

(a) If the workman leaves a widow or next of kin at the time of his death, wholly or partly dependent on his earnings, a sum equal to twelve hundred times the daily earnings of such workman at the rate at which he was being paid by such employer at the time of the injury, subject as hereinafter provided, and in no event more than three thousand dollars. Any weekly payments made under Section seven shall be deducted in ascertaining such amount.

(b) If he leaves no dependents, the reasonable expenses of his medical attendance and burial, not exceeding one hundred dollars.

Whatever sum may be determined to be payable under this section shall be paid to his legal representative for the benefit of such dependents, or if he leaves no such dependents, for the benefit of the persons to whom the expenses of medical attendance and burial are due.

Section 7. *Scale of Compensation When Injury Does Not Result in Death.*

(a) Where total incapacity for work at any gainful employment results to the workman from the injury, a weekly payment, commencing at the end of the second week after the injury, and continuing during such incapacity, subject as hereinafter provided, equal to fifty per centum of his average weekly earnings when at work on full time during the preceding year during which he shall have been in the employment of the same employer, or if he shall have been in the employment of the same employer for less than a year, then a weekly payment of not ex-

ceeding three times the average daily earnings on full time for such last period.

(b) In case such incapacity is partial only, such weekly compensation shall equal one-half of the difference between his average weekly compensation, fixed as above, and the amount of weekly compensation, fixed as above, and the amount of weekly compensation which he earns or is able to earn after the accident.

(c) In no event shall such compensation exceed ten dollars a week or extend over more than eight years from the date of the accident.

Section 8. *Medical Examinations.* Any workman entitled to receive weekly payments under this article is required, if requested by the employer, to submit himself for examination by a duly qualified medical practitioner or surgeon, provided and paid for by the employer, at a time and place reasonably convenient for the workman, within three weeks after the injury and thereafter at intervals not oftener than once in six weeks. If a workman refuses to submit to such examination or obstructs the same, his right to weekly payments shall be suspended until such examination has taken place, and no compensation shall be payable during or for account of such period.

Section 9. *Incompetency of Workman.* In case the injured workman shall be mentally incapacitated at the time when any right or privilege accrues to him under this article, a conservator or guardian of the incompetent, appointed pursuant to law, may on behalf of such incompetent claim and exercise any such right or privilege with the same force and effect as if the workman himself had been competent and had claimed or exercised any such right or privilege; and no limitations of time in this article shall run so long as said incompetent workman has no conservator or guardian.

Section 10. *Settlement of Disputes.* In case the employer shall fail to make compensation as herein provided the injured workman, or his executor or administrator, may bring an action under this statute to recover the same. The court shall in such action, if the decision is in favor of the plaintiff, give judgment for the immediate payment of the sum then due, and may order

the payment of any sum to come due in the future in accordance with the terms of this act.

(a) In case of the death of the workman from such accident, such action must be commenced within one year after such death, or within six months after the appointment of his legal representative in this state.

(b) In the event of his disablement from such accident, such action shall be commenced at any time before six months after such disablement ceases, or after the employer has ceased to make payment on account thereof.

(c) In such action by an executor or administrator the judgment may provide the proportion of the sums adjudged to be distributed to or between the several dependents as the court may deem just and right under all the circumstances of the case. If such determination is not made it shall be made by the Probate court in which such executor or administrator is appointed, on such notice to the parties in interest as the court may direct.

Section 11. *Preferences and Exemptions.* Any person entitled to weekly payments under this article against any employer shall have the same preferential claim, therefor, against the assets of the employer as allowed by law for a claim by such person against such employer for unpaid wages or personal services. Weekly payments due under this article shall not be assignable or subject to levy, execution, or attachment.

Section 12. *Liability of Principal Contractors.* Where the work is done for a principal under the charge of an independent contractor or sub-contractors, the principal shall be liable under this act in case of accident to the employe in the same manner and to the same extent as if the employe had been under the immediate employment of the principal. But such principal shall be liable to indemnity from any person liable to pay compensation to the workman independent of this section. Nothing in this section shall be construed as preventing a workman from recovering compensation under this article from the contractor or sub-contractor instead of the principal; nor shall this section apply in any case where the accident shall occur elsewhere than on or in or about the premises on which the principal has undertaken to execute the work, or which are otherwise under his control or management.

LIABILITY OF EMPLOYERS.

Several bills relating to the subject of "Employers' Liability" for injuries to employes received in the course of their employment will be presented, among them the following:

Section 1. All employers, except as hereinafter provided, shall be liable for personal injury to any employe, and to his executor or administrator in case of death while such employe was himself in the exercise of reasonable care by reason of any defect in the condition of the ways, works, machinery or place connected with or used in the business of the employment which arose from or had not been discovered or remedied owing to the negligence of the employer, or of any person in the service of the employer, and entrusted by him with the duty of seeing that the ways, works, machinery or place were in proper condition. Also said employer shall be liable by reason of the negligence of any person in the service of the employer entrusted with and exercising superintendence whose sole or principal duty is that of superintendence, or in the absence of the superintendent of any person acting as superintendent with the authority, consent or knowledge of such employer.

Section 2. Said employers shall also be liable by reason of the negligence of any person in the service of said employers who has the charge or control of any signal, switch locomotive engine or train upon a railroad, and the employe who is injured and the legal representatives of the employe whose death results from such injury shall have the same right of compensation and remedies against the employer as if the employe had not been an employe nor in the service of the employer nor engaged in its work.

Section 3. No person shall be deemed or held to be a fellow-servant of the injured employe so as to exculpate the employer from liability who, at the time of the injury to the employe, was doing or performing any duty in connection with the safety of the ways, works, machinery or place with, in or about which the employe was working when he received such injury; nor shall any person be deemed or held to be a fellow-servant to exculpate the employer from liability who at the time of the injury was entrusted by the employer with and exercising super-

intendence, supervision or acting as superintendent or supervising the work in question with authority, consent or knowledge of the employer.

Section 4. Every corporation, co-partnership, or person carrying on business in this state, or carrying on business temporarily in this state, shall be liable to any of its employes for personal injury, and in case of the death of such employe to his personal representatives for the benefit of his widow and children, if any—if none then of his parents for damages which may result from the negligence of any of the officers, agents or employes of any such corporation, co-partnership or person, or by reason of any defect or inefficiency due to the negligence of the employer in any of the buildings, machinery, appliances and means used by such corporation, co-partnership, or person carrying on business in this state, but the recovery under this section of this act shall be limited to a sum not exceeding three thousand dollars, and a recovery under this section may be had where a recovery under the other sections of this statute might not be had.

Section 5. In all actions hereinafter brought against any such corporation, co-partnership or person described in section 4 of this act to recover damages for personal injuries to any employe, or where such injuries have resulted in death, the fact that the employe may have been guilty of contributory negligence shall not be a bar where the contributory negligence was slight and that of the employer was gross in comparison, but the damages shall be diminished by the jury in proportion to the amount of negligence attributed to such employer.

Section 6. No contract of employment, insurance, relief, benefit or indemnity for an injury or death entered into by or on behalf of any employe, nor the existence of any such insurance, relief, benefit or indemnity by the person entitled thereto, shall constitute any bar or defense to any action brought under this act to recover damage for personal injury to or death of such employe, provided, however, that upon the trial of any such action against any such corporation, co-partnership or person described in this act the defendant may set off therein any sum which an employer has contributed towards any such insurance, relief, benefit or indemnity that may have been paid to the in-

jured employe, or in case of his death to his personal representatives.

Section 7. Every municipality, municipal corporation, corporation, co-partnership and person engaged in the transmission of currents of electricity which may be dangerous to the life or limbs of persons working in and about the same shall be liable to all employes of any other person, co-partnership or corporation which has its wires strung on or about the same poles as said first mentioned persons and corporations with the consent, express or implied, of the owner of such poles or person who has charge of the maintenance thereof.

Section 8. No contract entered into by any employe waiving his right to compensation under this act or limiting the amount of his recovery thereunder shall be binding upon him or his personal representatives, and every such contract or agreement made or entered into by him for such purpose shall be void; and whenever any suit shall have been brought under this act the employer shall not be permitted to settle or procure the withdrawal of such case without the consent of the attorney bringing the same unless the court shall order the same to be settled or withdrawn, after having given reasonable notice to such attorney.

Section 9. This act shall not apply to injuries caused by other fellow-employes to domestic servants, farm laborers or mariners engaged in commerce while upon the high seas.

Section 10. No action shall be maintained under this act unless commenced within one year from the date the cause of action accrued, but in case of the injury resulting in death within one year from the happening of the accident the executor or administrator of the deceased shall have a period of six months after said death in which to bring an action on this statute.

Section 11. This act shall take effect from its passage and shall be in addition to any common law remedy now in existence, and several grounds of liability under this statute may be contained in one and the same complaint, and the failure to recover on one or more of such causes of complaint, and the failure on one or more of such causes of action shall not prevent a recovery on other grounds of action which may be proven.

Relating to the same subject is the following bill which will be introduced:

Section 1. (1) Where, after this act takes effect, personal injury is caused to any employe, by reason of the negligence of his employer, or of any other person in the service of such employer, the employe, or, in case of death, his executor or administrator, shall have the same right of compensation and remedies against the employer as if the employe had not been an employe of, nor in the service of the employer, nor engaged in his work; provided, however, that the fact that the employe may have been guilty of contributory negligence shall not bar a recovery in any action hereafter brought to recover such compensation, but the damages may be diminished by the jury in proportion to the amount of negligence attributable to the employe; and provided further, that no such employe shall be held in such action to have been guilty of contributory negligence in any case where the violation of employer of any statute enacted for the safety of employes contributed to his injury.

(2) An employe shall not be deemed to have assumed any risk incident to his employment by reason only of his having entered or continued in the employment after he knew of the risk, and shall in no event be held to have assumed any risk arising by reason of the negligence of his employer or of any person in the service of such employer.

(3) All questions of negligence and contributory negligence and assumptions of risk shall be for the jury.

Section 2. (1) A contract whereby an employe relinquishes any right to compensation to himself or his legal representatives for personal injury caused to such employe by reason of negligence of his employer or of any person in the service of his employer, shall not, if made before the accrual of the right, constitute a defense to any action brought for the recovery of such compensation.

(2) Where an employe has contributed to an insurance or fund providing any benefit for the purpose of indemnifying an employe for personal injuries for which compensation may be recovered under this act, in any action brought against the employer for negligence in causing such injury or death, the employer may prove in mitigation of damages recoverable by an

employee, his executor or administrator, under this act such proportion of the pecuniary benefit which has been received by such employee from such insurance or fund on account of such contribution of the employer as the contribution of such employer to such insurance or fund bears to the whole contribution thereto, but the agreement to accept or acceptance of such benefit, in whole or in part, by such employee, or his executors or administrator, shall not constitute a defense to such action.

Section 3. No action to recover damages for an injury to, or for the death of any employee shall be maintained under the provisions of this act unless written notice containing a general description of the injury and of the time, place and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the employer within one year after the neglect complained of, unless action itself is commenced within said period of one year. If such employer is a corporation such notice may be given to its secretary or to any agent or executive officer thereof. A notice given under the provisions of this Act shall not be held invalid or insufficient solely by reason of an inaccuracy in describing the injury or in stating the time, place and cause of its occurrence, if it is shown that there was no intention to mislead, and that the employer was not, in fact, misled thereby. No action shall be brought under the provisions of this act but within two years from the date of the neglect complained of.

Section 4. In all actions surviving in or brought by an executor or administrator for injuries resulting in death, whether instantaneous or otherwise, such executor or administrator may recover from the party legally in fault for such injuries punitive damages not exceeding fifteen thousand dollars; provided, that no action shall be brought upon this statute but within two years from the neglect complained of.

Section 5. All damages recovered under this act shall be distributed as directed in section 399 of the general statutes.

Section 6. In this act the term "employee" includes every person who has entered into employment to give service, or who works under a contract or agreement of service or apprenticeship with an employer.

(2) The term "employer" includes individuals, partnerships and bodies of persons, corporate or incorporate, and shall be construed as including the representatives or receivers of deceased, defunct or insolvent employers.

Section 7. Nothing in this act shall prejudicially affect any right to which at the taking effect of this act an employe is entitled independently of this act.

Section 8. This act shall take effect and be in force from and after the date of its passage, and shall apply to all contracts of employment in effect at date of passage, and thereafter made and entered into.

Section 9. Section 4, section 5 and section 6 of chapter 193 of the public acts of 1903, and all acts and parts of acts inconsistent herewith are hereby repealed.

PROPOSED BILLS CONCERNING RECOVERY OF DAMAGES IN CASE OF
DEATH FROM NEGLIGENCE.

The first bill reads as follows:

Section 1. The executor or administrator of any person whose death has been caused by negligence may recover of the party legally in fault just damages.

Section 2. In case, however, the action shall be brought for the benefit of persons other than the widow, children or parents of the deceased, the amount recovered shall not exceed ten thousand dollars.

Section 3. Section 1094 of the General Statutes, Revision of 1902, and all acts and parts of acts inconsistent herewith are hereby repealed.

Another bill of similar import which will be introduced is here presented:

That section 1094, of chapter 76 of the general statutes, be amended by omitting the last five words of said section, to wit, the words "not exceeding five thousand dollars," so that said section shall read as follows:

"Action for causing death. The executor or administrator of any person whose death shall have been caused by negligence, may recover of the person legally in fault, just damages."

This act shall take effect on its passage.

The following bill increasing the limit of recovery for injuries resulting in death will be presented.

Section 4, chapter 193, of the public acts of 1903, is hereby amended by striking out in the fifth line thereof the words, "five thousand," and inserting in said fifth line after the words, "not exceeding," the words "twenty thousand," so that said section as amended shall read as follows:

"Section 4. In all actions surviving to or brought by an executor or administrator for injuries resulting in death, whether instantaneous or otherwise, such executor or administrator may recover from the party legally in fault for such injuries just damages not exceeding twenty thousand dollars; provided, that no action shall be brought upon this statute but within one year from the neglect complained of."

A fourth bill, which provides for the elimination of the present limit of five thousand dollars to be recovered for death resulting from injuries will also be introduced:

Section 4, chapter 193 of the Acts of 1903, be and same is hereby amended by striking out of the fifth line thereof the words "not exceeding five thousand dollars."

MASTER'S DUTY TO SERVANT.

A bill defining master's duty to servant which, if enacted, would materially change existing law upon the subject will be presented. It follows:

1. It shall be the duty of the master to exercise due care to provide for his servant a safe place in which to work, safe appliances and instrumentalities for his work, and fit and competent persons for his collaborators; and in case of dangerous work he shall apprise the servant of the danger and instruct him how to avoid it; he shall exercise due care in the appointment or designation of a vice-principal, and to appoint as such vice-principal only a fit and competent person.

The default of a vice-principal in the performance of any duty imposed by law on the master shall be the default of the master.

2. Section 4702 of the general statutes is hereby repealed.
3. This act shall take effect from its passage.

EMPLOYMENT OF MINORS AND WOMEN.

Various bills concerning the employment of minors and women will be introduced. The first reads as follows:

Section 1. No minor under sixteen years of age, and no woman shall be employed in laboring in any manufacturing or mechanical establishment more than ten hours in any day. Every employer of such establishment shall post in a conspicuous place in every room where such persons are employed a notice, the form of which shall be furnished by the factory inspector, specifically stating the hours of work required of them on each day of the week, and the employment of any person for a longer time in any day than so stated shall be a violation of this section, and in no case shall the hours of labor exceed fifty-eight in a calendar week; provided that in case any employer in such establishment shall, on or before the first day of January of any year, give notice to his employes, by notice posted as hereinbefore provided, that the hours of labor of employes under sixteen years of age and of women employed by him as aforesaid shall not exceed fifty-five in any week during the months of June, July and August of the ensuing calendar year, then such employer may employ such minors and women not to exceed sixty hours in any week during said year except during said months of June, July and August.

Section 2. No minor under sixteen years of age, and no woman shall be employed in labor in any mercantile establishment other than manufacturing or mechanical, more than fifty-eight hours in any calendar week; provided that in case any employer in such establishment shall, on or before the first day of January of any year, give notice to his employes by notice posted as provided in Section 1 hereof, that the hours of labor of minors under sixteen years of age and of women employed by him, as aforesaid, shall not exceed fifty-five in any calendar week during the months of June, July and August of the ensuing year, then said employer may employ such minors and women not to exceed sixty hours in any calendar week during said year except during said months of June, July and August; and provided further that any employer in such establishment who shall, during each year, give not less than seven holidays with pay, shall

be exempt from the provisions of this section during the period from the 17th to the 25th day of December of each year.

Section 3. No such minor and no woman shall in any event be employed in laboring in any such establishment as is described in Section 1 hereof after ten o'clock in the evening of any day.

Section 4. It shall be the duty of the factory inspector to examine and inquire into the employment of minors and women in the establishments described in this act, and to investigate all complaints of violations thereof, and to report all cases of such violation to the prosecuting officer having jurisdiction thereof. The factory inspector shall, on or before the first day of December in each year, make a report to the governor of the number of such violations so reported by him and of the prosecutions instituted thereon.

Section 5. Every person who wilfully employs, or has in his employment or under his charge any person in violation of Sections 1, 2 and 3 of this act, and every parent or guardian who permits any such minor to be so employed, shall be fined not more than twenty dollars for each offense. A certificate of age of a minor, made as provided in Section 4705 of the general statutes and amendments thereof, shall be conclusive evidence of his age upon the trial of any person other than the parent or guardian for violation of any provision of this act.

Sec. 6. Sections 1 and 2 of chapter 251 of the public acts of 1907 are hereby repealed. Nothing in this act shall be construed as repealing any provisions of Section 2116 of the general statutes or any amendments thereto.

The following proposed bill will also be introduced :

"Every person or corporation employing a child under sixteen years of age in any mechanical, mercantile or manufacturing establishment shall obtain a certificate showing that the child is over fourteen years of age. Such certificate shall be issued under the direction of the State Board of Education. For this purpose the State Board of Education shall appoint in every town where there are manufacturing, mechanical or mercantile establishments in which children are employed, a superintendent of schools or some other suitable person or special agent of the

Board. Such agent in ascertaining the age of the child shall demand and examine the best evidence available, municipal certificates of birth, church certificates, passports, family records and school records, and may require parents and other persons testifying as to the age of the child to make their statements under oath. The agent may administer the oath required in such cases. Blank forms of application for certificates shall be furnished by the State Board of Education.

Every employer or other person having control of any establishment or premises where children under sixteen years of age are employed, who shall neglect to have and keep on file the certificates described in this act, or to show the same with a list of the names of such children so employed, to the secretary or agent of the State Board of Education, or to an agent of the board of school visitors, town school committee or board of education as the case may be, of the town in which the establishment or premises are located, when demanded during the usual business hours, shall be fined not more than one hundred dollars."

Section 2. At the end of each month each agent appointed or provided in the preceding section shall make a statement supported by his oath, to the State Board of Education, showing the number of applications for certificates received in writing and investigated during the month; the number of certificates issued, and the number of applications refused. There shall be paid to each agent when his statement and bill have been approved by the Board of Education and ordered by the Comptroller, a sum equal to twenty-five cents for each application received and investigated during the month for which the account is rendered.

Section 3. When a child who has furnished his employer a certificate required by this act leaves the service of such employer and the establishment where he has been employed, said certificate shall on request be surrendered to the child, his parent or guardian. If the certificate is not called for within thirty days from the time such child leaves the service or employment, the certificate shall be returned to the agent who issued it and signed it. Failure to comply with this requirement shall be punishable with a fine of ten dollars.

Chapter 75 of the public acts of 1903 is hereby repealed.

The following bill, similar in intent, but different in form, will be presented:

Section 1. Every person or corporation employing a child under sixteen years of age in any mechanical, mercantile or manufacturing establishment shall obtain a certificate showing that the child is over fourteen years of age. The form of said certificate shall be approved by the attorney general. Said certificate shall state that the child possesses the educational qualifications prescribed by Chapter 123 of the public acts of 1909. Such certificate shall be signed by the secretary or agent of the state board of education, and said board shall keep on file copies of the certificates issued under the provisions of this section. Such certificate shall authorize only the employer to whom it is issued to employ the child named therein, and no person shall be punished under the provisions of this section or of section 4706 of the general statutes, when at the time of the employment the employer shall obtain, and thereafter during such employment keep on file, the certificate provided for in this section. The parent or guardian of any child shall, if requested, state under oath to the secretary or agent of the state board of education the date of birth of the child, and shall present any family record, passport or other documentary evidence which said board may require, showing the age of the child. The said secretary or agent may administer the oath required by this section. Whenever any child shall appear to the secretary or agent aforesaid to be unable to undertake the employment he is seeking, the secretary or agents may cause such child to be examined by a reputable physician, and in case the child is found to be physically unable to undertake such employment the certificate of age shall not be issued. The expense of such physical examination shall be paid by the agent and may be charged with his expenses. Every employer or other person having control of any establishment or premises where children under sixteen years of age are employed, who shall neglect to have and keep on file the certificate described in this section, or to show the same, with a list of the names of such children so employed, to the secretary or an agent of the state board of education, when demanded during the usual hours of business, shall be fined not more than one hundred dollars. Every employer receiving a certificate of

employment under this act shall notify the state board of education on a form prescribed and furnished by said board, of the fact of such employment, and shall return the certificate to said board whenever the child leaves the employment of said person or corporation before reaching the age of sixteen.

The following proposed act increasing the age limit at which children may be employed will also be presented.

"No child under sixteen years of age shall be employed in any mechanical, mercantile or manufacturing establishment."

This act shall take effect upon its passage.

Among other proposed measures relating to labor are the following:

PROPOSED ACT CONCERNING NUMBER OF EMPLOYES ON RAILROAD TRAINS.

Section 1. That it shall be unlawful for any common carrier by railroad, person, persons, corporation, or receiver operating a line of railroad wholly or partly within the state, or any officer, agent, or representative of such corporation or receiver, operating trains, or yard engines for the transportation of passengers or freight, to allow or permit any train or yard engines to be run over its roads or any part thereof, within the state, with a crew consisting of less than, to wit:

Section 2. On passenger, mail and express trains, consisting of two (2) or less cars, there shall not be less than one (1) engine-man, one (1) fireman, one (1) conductor, one (1) baggageman, and one (1) brakeman or flagman; over two (2) cars, and not more than six (6) cars, there shall not be less than one (1) engine-man, one (1) fireman, one (1) conductor, one (1) baggageman, and two (2) brakemen; one (1) of which brakemen shall act as flagman; over six (6) cars, there shall not be less than one (1) engine-man, one (1) fireman, one (1) conductor, and one (1) baggageman, and three (3) brakemen, the rear brakeman to act as flagman; provided, however, that upon any passenger, mail or express train, where baggage is not hauled, a baggageman need not be employed.

Section 3. On freight trains, consisting of thirty-five (35) or

more cars, there shall be not less than one (1) engineman, one (1) fireman, one (1) conductor, two (2) brakemen, and one (1) flagman; provided, however, that through freight trains, making no stops en route to switch out or switch in cars at intermediate stations, but running through from and to the regularly designated terminals, may employ a number of brakemen not less than two (2).

Section 4. On any train or yard engine, using a main track for switching purposes other than described in section two and three of this act, there shall be not less than one (1) engineman, one (1) fireman, one (1) conductor, and two (2) brakemen and one (1) flagman.

Section 5. Where motive power is other than steam, the terms "engineman" and "fireman" shall not be construed to prevent the employing of two (2) men on the propelling vehicle, irrespective of the other members of the crew; provided, however, that nothing in this act shall apply to relief or wrecking trains in any case where a sufficient number of men to comply with this act are not available for services of such relief or wrecking trains.

Section 6. Any railroad company, person or persons, corporation or receiver, or any of their officers or agents, who shall send out on its road or any part thereof, or cause to be sent out any train which is not manned in accordance with the foregoing provisions of this act, shall be guilty of a misdemeanor, and upon conviction, shall forfeit not less than one hundred dollars to the state for each time of such neglect, to be recovered by the state's attorney in the county where such offense is committed.

Section 7. Section 3799 of the general statutes and chapter 219 of the public acts of 1909, and all acts and parts of acts inconsistent herewith are hereby repealed.

Section 8. This act shall take effect thirty days from its passage and the railroad commissioners are empowered to enforce the provisions of this act.

PROPOSED ACT CONCERNING THE EMPLOYMENT OF PRISON LABOR.

Section 1. The warden of the state prison shall not, nor shall any other authority whatsoever, make any contract by which the labor or time of any prisoner in the state prison or any reforma-

tory or jail in this state, or the product or profit of his work shall be contracted, let, farmed out, given or sold to any person, firm, or association or corporation; except that the convicts in said penal institutions may work for, and the products of labor may be disposed of to the state, any political division thereof, or for or to any public institution owned or managed and controlled by the state or any political division thereof.

Section 2. The warden of the state prison, and managers and officials of all jails and reformatories in the state, shall, so far as practicable, cause all the prisoners in said institutions, who are physically capable thereof, to be employed at hard labor, for not to exceed eight hours of each day, other than Sunday and legal holidays, but such hard labor shall be either for the purpose of production of supplies for said institution, or for the state, or any political division thereof, or for any public institution owned or managed and controlled by the state, or any political division thereof; or for the purpose of industrial training and instruction, or partly for one and partly for the other of such purposes.

Section 3. All acts or parts of acts inconsistent with this act are hereby repealed.

Section 4. This act shall take effect from its passage.

PROPOSED ACT PROVIDING FOR THE MARKING OF CONVICT-MADE
GOODS IN PENAL INSTITUTIONS.

Section 1. The warden or superintendent of every prison, penitentiary, reformatory or other penal institution in this state in which convict labor is employed, shall cause all goods, wares and merchandise wholly or partly made by convict labor in the institutions under his charge to be branded, labeled or marked as hereinafter provided. Each individual article shall be branded, labeled or marked before it is shipped from or leaves such institution. The printed label or mark used for said purpose shall contain at the head or top thereof the words, "Convict made," followed by the year when and the name of the penitentiary, prison, reformatory or other establishment in which the article branded, labeled or marked was made.

Such brands, labels or marks shall be printed in plain English lettering, of the style and size known as great primer and Roman condensed capitals. The brand or mark shall be used in all cases

where the nature of the article will permit, and only where such branding or marking is impossible shall a label be used. Such label shall be in the form of a paper tag and shall be attached by wire to each article where the nature of the article will permit, and shall be placed securely upon the box, crate or other covering in which such goods, wares or merchandise are packed or shipped.

Such brand, mark or label shall be placed upon the most conspicuous part of the finished article and its box, crate or covering.

In case of manufactured clothing of any nature such label shall be of linen. It shall be not less than two inches long and one inch wide, and shall be securely sewed in a conspicuous part of the garment.

Section 2. The commissioner of the bureau of labor statistics shall have authority to inspect all goods, wares and merchandise made in any penal institution of the state. It shall be his duty to enforce the provisions of this act, and when upon complaint or otherwise the said commissioner has reason to believe that this act is being violated he shall advise the proper prosecuting officer of that fact, and the said officer shall at once institute the proper proceedings to compel compliance with this statute.

Section 3. No person shall remove the tags or in any way alter such brand, mark or label.

Section 4. Any person violating any provision of this act shall be fined not more than three hundred dollars or imprisoned not more than one year, or both.

PROPOSED ACT CONCERNING LABOR IN STATE INSTITUTIONS.

Section 1. Any state institution that employs labor shall institute an eight-hour system.

Section 2. It shall be unlawful to employ any one person for more than eight hours in one day, or forty-eight hours in one week, except in case of unavoidable emergency.

Section 3. All administrative officers of said institutions who shall violate this act shall upon conviction be fined ten dollars for each offense.

Section 4. All acts and parts of acts inconsistent with this act be and are hereby repealed.

Section 5. This act shall take effect upon the date of its passage.

**PROPOSED ACT CONCERNING HEATING OF VESTIBULES OF STREET
RAILWAY CARS.**

Section 1. Every company owning or operating a street railway in this state shall on and after December 1st, 1911, provide suitable heating in the vestibule of each of its cars, when in use for transportation of passengers.

Section 2. Any company owning or operating any such car which shall neglect or refuse to cause the same to be provided with suitable heating in the vestibule shall forfeit to the state fifty dollars for each day of such neglect or refusal.

**PROPOSED ACT CONCERNING REPORTS OF ACCIDENTS ON ELECTRIC
ROADS.**

Section 1. All common carriers of passengers whose mode of conveyance is operated by steam or electricity, in or through this state shall, within one week after the happening of the same, report to the railroad commissioners all accidents in which the death, loss of limbs or serious bodily harm is inflicted upon any person, together with a statement of the time, place and cause of the accident, and the names of all persons whom such common carrier knows or by the exercise of reasonable care can ascertain to have been witnesses to the same.

Section 2. Any railroad corporation, trolley company or corporation, or any of the aforesaid common carriers which shall violate the provisions of this act shall be fined, upon conviction, not less than one hundred dollars nor exceeding five hundred dollars, and shall be liable in damages in a civil action to any person or persons who are injured by such failure.

Section 3. The railroad commissioners shall upon application furnish a certified copy of said report to any person having an interest in any case arising out of such accident.

**PROPOSED ACT CONCERNING AN EIGHT-HOUR DAY FOR STATE EM-
PLOYES AND CREATING A SENIORITY RULE WHEN MAKING
APPOINTMENTS AND THE RIGHT OF APPEAL OF
GRIEVANCES.**

Section 1. No employe of the State of Connecticut, nor any employe for any contractor performing work for this state, shall

be permitted or required or allowed to be employed for a day's work a greater number of hours consecutively than eight in any period of twenty-four hours.

Section 2. In all institutions where employes are required to be on duty relieving each other morning and night, there shall be employed three shifts to work eight consecutive hours each in each day of twenty-four hours.

Section 3. In filling all places of promotion among the employes of the state, the seniority rule shall be observed, defined as follows: The employe who by reason of his period of service is next in the service by days and months and years will be considered the senior employe and provided capability and fitness is equal, shall be the first to receive promotion.

Section 4. Every employe of this state shall hold and be retained in the service of this state during good behavior and continuing fitness for his duty, and shall not be removed or reduced in rank or grade without cause or complaint being made and proved before his superior. If the employe is aggrieved by the decision of his superior he may appeal to the next superior officer and from him to the General Assembly before which the employe may appear and the decision of the Committee on Labor shall be final.

PROPOSED ACT TO PROVIDE FOR ONE DAY'S REST IN SEVEN.

Section 1. Except in cases of emergency or except at the request of the employe, it shall not be lawful for any person, partnership, association or corporation to require an employe engaged in any commercial occupation, or in the work of any industrial process, or in the work of transportation or communication, to do on the Lord's day the usual work of his occupation, unless such employe is allowed during the six days next ensuing twenty-four consecutive hours without labor.

Section 2. This act shall not be construed as authorizing any work on the Lord's day, not now authorized by law; nor as applying to farm or personal service, to druggists, to watchmen, to superintendents or managers, to janitors, or to persons engaged in the transportation, sale or delivery of milk, food or newspapers.

Section 3. Whoever violates the provisions of this act shall be punished by a fine of not more than fifty dollars for such offense.

Section 4. This act shall take effect on the first day of October in the year nineteen hundred and eleven.

PROPOSED ACT CONCERNING EMPLOYMENT OF LABOR FOR MORE THAN SIX DAYS IN ANY ONE WEEK.

Section 1. Every person, persons, or corporation who shall require or permit any employe to do any secular business or labor for more than six days of ten hours each in any one week shall be fined not more than fifty dollars.

Section 2. This act shall take effect from its passage.

PROPOSED ACT CONCERNING HOURS OF EMPLOYMENT OF DRUG CLERKS.

Section 1. It shall be unlawful for any person, persons, firm or corporation owning a drug store where prescriptions of physicians are compounded, to require or permit any clerk whose duties include the filling of such prescriptions to be on duty for more than sixty hours in any week, or more than ten hours in any twenty-four hours.

Section 2. Any person, persons, firm or corporation violating any provisions of the preceding section shall be fined not more than five hundred dollars, or imprisoned not more than sixty days, or both.

PROPOSED ACT CONCERNING PICKETING.

Section 1. It shall be lawful for any person or persons, provided their number is not so large as to cause intimidation or fear, to picket the place of business of any person, firm or corporation from any public street or highway or private property with the permission of the owner or occupant thereof, for the following purposes: for the purpose of gaining information as to what persons remain in employment, or what persons are seeking employment, or of peacefully persuading such persons, if not under contract, to leave their employment or not to enter into employment.

Section 2. It shall be unlawful to continue to speak to any person or persons who refuse to reply or who express themselves as desirous not to be spoken to, or for more than two persons to approach one person.

PROPOSED ACT CONCERNING BLACKLISTING.

Section 1. No association of employers, or agent thereof shall maintain, nor shall any employer subscribe to or support, any system of records descriptive of the character, skill, acts, or affiliations of any person whereby his or her reputation, standing in a trade, or ability to secure employment may be adversely affected, unless there shall be filed in the office of the labor commissioner a true and exact copy thereof, which copy shall be open at all reasonable times to the inspection of the person so described, or his or her authorized agent or attorney, and none other.

Section 2. In case any person shall claim to be inaccurately or unfairly described in any such record, he or she may appeal to the labor commissioner for an amendment thereof; and, if, after a public hearing, due notice of which shall have been given to all parties in interest, said commissioner shall find such claim to be just and well founded, he shall correct the records of his office in accordance with such finding and order a like correction of all records subject to the provisions hereof. Appeal shall lie to the superior court from the findings of the labor commissioner in the execution of this act.

Section 3. Any person violating any provision of this act, or any order issued in accordance therewith, shall be fined not more than fifty dollars for each such offense. Any corporation, company, or association guilty of a like violation shall be fined not more than two hundred dollars for such offense.

Section 4. All acts and parts of acts inconsistent herewith are hereby repealed.

Section 5. This act shall take effect September 1st, 1911.

PROPOSED ACT TO PROVIDE FOR THE REGULATION OF TRADES
UNIONS AND TRADE DISPUTES.

Section 1296 of the General Statutes shall be amended by adding thereto a new paragraph at the end thereof, to read as fol-

lows: Provided, however, that any orderly and peaceable act, assembly or co-operation of trade unions or members of such trade unions, done or undertaken in furtherance of a trade dispute, individually or collectively, shall not be construed as a violation of this section, and shall be lawful.

The said section shall be further amended by adding thereto as new sections, the following provisions to be known respectively as Sections 1296A, 1296B and 1296C, and to read as follows:

1296A. It shall be lawful for one or more persons acting on their own behalf or on behalf of a trade union in contemplation or furtherance of a trade dispute to abstain from working for any employer, and to induce other workmen to abstain from working for such employer; to abstain from purchasing the products or patronizing the business of any employer, and to induce others to so abstain from purchasing such products or patronizing such business; to attend at or near a house or place where a person resides or works or carries on business or happens to be, if they so attend for the purpose of peacefully obtaining or communicating information or of peacefully persuading any person to abstain from working, purchasing or patronizing as above set forth.

1296B. An act done by a person in contemplation or furtherance of a trade dispute shall not be actionable on the ground only that it induces or tends to induce some other person to break a contract of employment, or that it interferes or tends to interfere with the right of some other person to dispose of his capital or his labor as he wills.

1296C. In this act the term "trade union" shall be construed to mean any combination of workmen, whether temporary or permanent, for regulating the relations between workmen and employers, or between workmen and workmen, or imposing restrictive conditions on the conduct of any trade or business, and the term "trade dispute" shall mean any dispute between employers and workmen, or between workmen and workmen, which is connected with the employment or non-employment, or terms of the employment, or with the conditions of labor, or the amount of wages, or the length of the work day, or the recognition of the trade union by the employer.

State of Connecticut
PUBLIC DOCUMENT No. 46.

REPORT

OF THE

**STATE BOARD OF MEDIATION AND
ARBITRATION**

TO

THE GOVERNOR

For the Two Years ended September 30, 1910

PRINTED BY ORDER OF THE LEGISLATURE

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THE BOARD OF CONTROL.

ANNUAL REPORT

For the Year ending December 1, 1909

To His Excellency Frank B. Weeks, Governor of Connecticut:

SIR:—Complying with statutory requirement the State Board of Mediation and Arbitration herewith submits its report on the first day of December, 1909.

The persons appointed as members of the Board from the first day of July last, to wit: George A. Coles of Middletown, George Hurst of Hartford, and Philip Pond of New Haven, met at the Capitol July 22, 1909, for the purposes of organization.

Mr. George A. Coles was elected president of the Board and Mr. Philip Pond its secretary. An attempt was made by the Board to outline a policy for the government of its action and a general discussion had thereon.

The Board felt that it should avail itself as completely as possible of the excellent work of its predecessor and hence postponed until some later time, when the members of the Board shall have absorbed the things done heretofore by the State Board of Mediation and Arbitration in Connecticut, the adoption of any definite policy as a guide for future action.

Since July 1, when the present Board came into existence, the industrial situation in Connecticut has been unusually harmonious. There have been some minor conflicts between employer and employee, but none that has called for the offices of this Board.

There was in New Haven, in the fall, a determined strike upon the part of the hod carriers and masons' helpers, crippling

for a time building operations in that city, and for some days bringing about a complete standstill in the construction of many new buildings. Neither side to the contest, however, appeared to think that the services of the State Board were needed or desirable. By the importation of strike breakers the master builders were, in time, able to break the strike and the situation was eventually entirely resolved favorably to the master builders.

The clerks in the employ of the New York, New Haven, and Hartford Railroad, in the fall, became uneasy and a strike of somewhat threatening proportions seemed imminent, but happily just before the outbreak of hostilities an agreement was reached between the parties.

So little industrial unrest has there been that the Board feels it has, in the short time of its existence, acquired no experience and consequently no first hand information upon which it would be justified in attempting to make any recommendations.

It is looking forward, however, during the coming year, to an opportunity to inquire into the laws of other jurisdictions governing matters of the sort that are within the authority of this Board and of investigating the practice of handling such matters in such other jurisdictions.

Respectfully submitted,

GEORGE HURST,

PHILIP POND,

Board of Mediation and Arbitration.

ANNUAL REPORT

For the Year ending September 30, 1910

To His Excellency Frank B. Weeks, Governor of Connecticut:

SIR:—The Board of Mediation and Arbitration presents briefly its report for the year ending September 30, 1910, as follows:

Upon the appointment of Mr. Whiton as a member of the Board to fill the vacancy caused by the resignation of Mr. Coles, its president, the Board in February reorganized by electing Mr. Hurst its president. The Board as now organized, in consideration of revised statutes, sections 4709 to 4712 inclusive, has considered its duties to be dependent upon official notice of strikes, either actual or impending.

During the year such notice of a strike at the factory of the Hartford Rubber Works Company was presented to the Board and, in pursuance of the statute, effort was made to bring about a settlement.

In this instance, however, both the employers and employees officially declined to submit the matter to the Board with power in the manner contemplated by sections 4709 and 4710.

Members of the Board called at the office of the Hartford Rubber Works Company and afterward received from the company a statement of its position in writing.

The Board also held a public hearing in the Capitol at Hartford and members of the tire-workers organization were present, but the facts were presented only in a general way, and neither employers nor employees definitely submitted the matter to the Board, and indeed both refused to do so.

The Board, therefore, was unable to make any definite findings or recommendations regarding this strike.

During the year ending September 30, 1910, no other strike in the State has been brought officially to the attention of the Board justifying it to take the initiative in an attempt to arbitrate such strike, or hold public hearings as provided by section 4711.

In view of this experience it has become apparent to the members of the Board that the existing law is seriously defective with regard to conferring upon the Board any definite power to initiate arbitration proceedings.

It seems, therefore, that our report should be confined merely to a statement of the above facts with the accompanying suggestion that a revision of the law governing the action and authority of the Board should be made, or that the existing statutes should be repealed.

Respectfully submitted,

GEORGE HURST,

PHILIP POND,

LUCIUS E. WHITON.

Board of Mediation and Arbitration.

